



**ENHANCING OUR VIBRANT COMMUNITY AND IMPROVING OUR QUALITY
OF LIFE**

**MOAB CITY COUNCIL
SEPTEMBER 22, 2026
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. Department Update

3.1. Parks, Recreation, and Trails Update

4. Consent Agenda

4.1. Approval of Bills Against the City of Moab in the Amount of \$1,898,359.37

Documents:

09-09-26 council consent.pdf

09-16-26 council consent.pdf

5. General Business

5.1. Consideration of Ordinance 2026-22: An Ordinance Amending Moab Municipal Code Chapter 2.88, Moab Recreation, Arts and Parks Tax Advisory Committee (RAP TAC), Specifically Sections 2.88.020 Appointment Process, and 2.88.040 Committee Responsibilities and Meeting Schedule

Documents:

*consideration of city code amendment chapter 2.88 , regarding
rap tax technical advisory committee appointments.pdf*

ordinance 2026-22 amending chapter 2.88.pdf

chapter 2.88 moab municipal code_suggested code

amendments.pdf

5.2. Consideration of a Task Order with Hansen Allen & Luce in the Amount of \$185,000 for the Drinking Water System Master Plan, Impact Fee Analysis, and Rate Study

Documents:

*drinking water system master plan, impact fee analysis, and
rate study summary.pdf
task order no. 380.24.100.pdf*

5.3. Consideration of Resolution 16-2026: A Resolution Committing To A Goal To Significantly Reduce Traffic Fatalities And Serious Injuries In The City Of Moab Among All Road Users By 2040, With An Ultimate Goal Of Zero Fatalities To Achieve Zero Traffic Fatalities And Serious Injuries

Documents:

*agenda summary - resolution 16-2026.pdf
resolution 16-2026.pdf*

5.4. Consideration of a Proposed Speed Limit Changes to Mill Creek Drive and 100 West

Documents:

*9.22.26 staff report speed limits.pdf
speed limit memo kimley horn.pdf
mmc 10.04.090.pdf
engineering speed limit memo 9-17-2026.pdf*

5.5. Moab City Council Position Statement on the Moab Area Transit and the Arches Shuttle

Documents:

mat transit final draft.pdf

6. City Manager Updates

7. Mayor and Council Reports

8. Executive (Closed) Session

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

9. 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

MOAB CITY CORPORATION
Disbursement Listing
MACU Checking - 09/03/2026 to 09/09/2026

Payee Name	Reference Number	Payment Date	Payment Amount	Void Date	Void Amount	Source
AD-VERTISER	280740	09/09/2026	\$427.50			Purchasing
AFFEKTIVE SOFTWARE LLC	280741	09/09/2026	\$236.00			Purchasing
AKASHA LEATHER LLC.	280742	09/09/2026	\$500.00			Purchasing
AMAZON CAPITAL SERVICES	280743	09/09/2026	\$3,791.44			Purchasing
AT&T MOBILITY II, LLC	280744	09/09/2026	\$2,307.16			Purchasing
BLUE STAKES OF UTAH 811	280745	09/09/2026	\$76.30			Purchasing
CANYONLANDS AUTO & MINING SUP	280746	09/09/2026	\$429.84			Purchasing
CHEMTECH-FORD LLC	280747	09/09/2026	\$303.00			Purchasing
CUSTOMER REFUNDS	280748	09/09/2026	\$150.00			Purchasing
CUSTOMER REFUNDS	280749	09/09/2026	\$150.00			Purchasing
CUSTOMER REFUNDS	280750	09/09/2026	\$150.00			Purchasing
CUSTOMER REFUNDS	280751	09/09/2026	\$80.00			Purchasing
DESERT WEST OFFICE SUPPLY	280752	09/09/2026	\$107.96			Purchasing
Disch, Tabatha	280753	09/09/2026	\$413.40			Purchasing
Dunn, Jessica	280754	09/09/2026	\$413.40			Purchasing
EMERY TELCOM	280755	09/09/2026	\$2,129.92			Purchasing
GRAINGER	280756	09/09/2026	\$1,282.63			Purchasing
GRAND WATER & SEWER AGENCY	280757	09/09/2026	\$159.70			Purchasing
HANSEN ALLEN & LUCE INC	280758	09/09/2026	\$757.50			Purchasing
IWORQ SYSTEMS	280759	09/09/2026	\$6,500.00			Purchasing
JEFF'S GRAND TIRE	280760	09/09/2026	\$1,834.56			Purchasing
JOHNSON, BRADY	280761	09/09/2026	\$109.41			Purchasing
METERWORKS INC.	280762	09/09/2026	\$8,765.20			Purchasing
MOAB DOWNTOWNER LLC	280763	09/09/2026	\$54,841.27			Purchasing
MOAB HEAT N COOL LLC	280764	09/09/2026	\$279.96			Purchasing
MOAB MAILING CENTER	280765	09/09/2026	\$20.99			Purchasing
MOAB SUN NEWS	280766	09/09/2026	\$670.00			Purchasing
MOAB VETERINARY CLINIC	280767	09/09/2026	\$317.81			Purchasing
MOTOROLA SOLUTIONS CREDIT COM	280768	09/09/2026	\$1,728.58			Purchasing
NUSO LLC	280769	09/09/2026	\$427.56			Purchasing
PACKARD WHOLESALE	280770	09/09/2026	\$327.92			Purchasing
QUIKRETE CONSTRUCTIONS MATERI	280771	09/09/2026	\$421.09			Purchasing
RIVER CANYON WIRELESS	280772	09/09/2026	\$164.97			Purchasing
ROCKY MOUNTAIN POWER	280773	09/09/2026	\$15.13			Purchasing
SIRCHIE FINGER PRINT LABS	280774	09/09/2026	\$56.03			Purchasing
SKYLER CURRIE	280775	09/09/2026	\$1,610.00			Purchasing
SOLID WASTE SPECIAL SERVICE DIS	280776	09/09/2026	\$19,411.50			Purchasing
SOUTHEASTERN UTAH DISTRICT HE	280777	09/09/2026	\$435.00			Purchasing
STANDARD PLUMBING SUPPLY CO.	280778	09/09/2026	\$18.07			Purchasing
THATCHER COMPANY INC.	280779	09/09/2026	\$4,776.60			Purchasing
THE MOAB TIMES-INDEPENDENT	280780	09/09/2026	\$408.00			Purchasing
TURNER LUMBER OF MOAB	280781	09/09/2026	\$544.69			Purchasing
UTAH LOCAL GOVERNMENTS TRUST	20260909	09/09/2026	\$10,928.63			Purchasing
WALKER'S TRUE VALUE HARDWARE	280782	09/09/2026	\$660.74			Purchasing
WRIGHT EXPRESS FSC	20260909	09/09/2026	\$16,576.33			Purchasing
			\$145,715.79		\$0.00	

MOAB CITY CORPORATION
Disbursement Listing
MACU Checking - 09/10/2026 to 09/16/2026

Payee Name	Reference Number	Payment Date	Payment Amount	Void Date	Void Amount	Source
AD-VERTISER	280790	09/16/2026	\$360.00			Purchasing
AKASHA LEATHER LLC.	280791	09/16/2026	\$1,400.00			Purchasing
Allred, Richard	280792	09/16/2026	\$288.00			Purchasing
AMAZON CAPITAL SERVICES	280793	09/16/2026	\$2,403.42			Purchasing
BOWEN COLLINS & ASSOCIATES INC.	280794	09/16/2026	\$2,958.00			Purchasing
BRASS QUEENS LLC	280795	09/16/2026	\$2,250.00			Purchasing
CANYONLANDS AUTO & MINING SUP	280796	09/16/2026	\$1,072.11			Purchasing
CANYONLANDS COPY CENTER	280797	09/16/2026	\$2,082.29			Purchasing
CARD SIGNS	280798	09/16/2026	\$905.00			Purchasing
CHEMTECH-FORD LLC	280799	09/16/2026	\$303.00			Purchasing
CIVIL SCIENCE INFRASTRUCTURE IN	280800	09/16/2026	\$1,012.20			Purchasing
CUSTOMER REFUNDS	280801	09/16/2026	\$60.00			Purchasing
CUSTOMER REFUNDS	280802	09/16/2026	\$35.00			Purchasing
CUSTOMER REFUNDS	280803	09/16/2026	\$150.00			Purchasing
CUSTOMER REFUNDS	280804	09/16/2026	\$181.50			Purchasing
CUSTOMER REFUNDS	280805	09/16/2026	\$80.00			Purchasing
CUSTOMER REFUNDS	280806	09/16/2026	\$85.00			Purchasing
DESERT WEST OFFICE SUPPLY	280807	09/16/2026	\$191.77			Purchasing
DUFFORD,WALDECK, MILBURN & KR	280808	09/16/2026	\$2,462.50			Purchasing
Edwards, DeShawn	280809	09/16/2026	\$106.74			Purchasing
Gholson, Chace	280810	09/16/2026	\$330.00			Purchasing
GOVWELL TECHNOLOGIES INC.	280811	09/16/2026	\$44,000.00			Purchasing
GRAINGER	280812	09/16/2026	\$264.00			Purchasing
HANSEN ALLEN & LUCE INC	280813	09/16/2026	\$8,845.25			Purchasing
HAWS, RICHARD JACOB	280814	09/16/2026	\$550.00			Purchasing
JEFF'S GRAND TIRE	280815	09/16/2026	\$646.55			Purchasing
JONES, ERIC	280816	09/16/2026	\$300.00			Purchasing
KIMBALL MIDWEST	280817	09/16/2026	\$388.85			Purchasing
Lamm, Alexi	280818	09/16/2026	\$239.00			Purchasing
LANDMARK AQUATIC	280819	09/16/2026	\$92,375.00			Purchasing
MOAB AUTO PARTS INC.	280820	09/16/2026	\$11.52			Purchasing
MOAB FAMILY CHIROPRACTIC	280821	09/16/2026	\$135.00			Purchasing
MOAB MAILING CENTER	280822	09/16/2026	\$53.12			Purchasing
MOTOROLA SOLUTIONS CREDIT COM	280823	09/16/2026	\$31,488.66			Purchasing
PACKARD WHOLESALE	280824	09/16/2026	\$451.16			Purchasing
PIPE DREAM LLC	280825	09/16/2026	\$8,590.25			Purchasing
PITNEY BOWES INC - PURCHASE PO	280826	09/16/2026	\$500.00			Purchasing
PITNEY BOWES INC - RENTAL	280827	09/16/2026	\$968.94			Purchasing
PROFESSIONAL DOCUMENT SOLUTI	280828	09/16/2026	\$42.44			Purchasing
RIVERSIDE PLUMBING & HEATING	280829	09/16/2026	\$81.40			Purchasing
ROYCE'S ELECTRONICS SITE MANAG	280830	09/16/2026	\$350.00			Purchasing
SCOOTER'S TOOLS LLC	280831	09/16/2026	\$840.05			Purchasing
SKAGGS	280832	09/16/2026	\$833.00			Purchasing
SMART RAIN SYSTEMS, LLC	280833	09/16/2026	\$1,830.00			Purchasing
STANDARD PLUMBING SUPPLY CO.	280834	09/16/2026	\$344.97			Purchasing
TAE LLC	280835	09/16/2026	\$1,625.00			Purchasing
THE PAINT CENTER	280836	09/16/2026	\$130.03			Purchasing
TPI PRODUCTIONZ LLC	280837	09/16/2026	\$310.00			Purchasing
TURNER LUMBER OF MOAB	280838	09/16/2026	\$394.38			Purchasing
UTAH STATE DIVISION OF FINANCE	280785	09/15/2026	\$323,360.01			Purchasing
UTAH STATE DIVISION OF FINANCE	280786	09/15/2026	\$110,424.99			Purchasing
UTAH STATE DIVISION OF FINANCE	280787	09/15/2026	\$191,000.00			Purchasing
UTAH STATE DIVISION OF FINANCE	280788	09/15/2026	\$46,775.00			Purchasing
UTAH STATE DIVISION OF FINANCE	280789	09/15/2026	\$797,455.50			Purchasing
WALKER'S TRUE VALUE HARDWARE	280839	09/16/2026	\$985.53			Purchasing
WEST COAST CODE CONSULTANTS (	280840	09/16/2026	\$2,240.80			Purchasing
ZIONS BANK PUBLIC FINANCIAL SER	280784	09/15/2026	\$65,096.65			Purchasing
			\$1,752,643.58		\$0.00	



MOAB CITY COUNCIL AGENDA

September 22, 2026

TITLE: Consideration of City Code amendment chapter 2.88 , regarding RAP Tax Technical Advisory Committee appointments

DISPOSITION: Discussion and possible action.

PRESENTER/S: Patrick Trim, Parks, Recreation & Trails

ATTACHMENT/S: Attachment 1 - Chapter 2.88 Proposed Code Amendments

STAFF RECOMMENDATION: Staff recommend adoption of suggested code amendments regarding RAP Tax Technical Advisory Committee appointments

SUMMARY:

The RAP Tax Technical Advisory Committee met on Monday, September 14 to discuss amending its bylaws, proposing the removal of TAC member recommendations to the Mayor and City Council, allowing for direct Mayoral appointment. This change is proposed in an effort to bring consistency to the City committee appointment process, and aligns with chapter 2.52 regarding Planning Commission appointments.

Proposed Motion: “I move to adopt the City of Moab Code amendments for Chapter 2.88 as presented.

RELEVANT LAWS, STUDIES & PLANS: See Moab City Code Chapter 2.52, 2.88020 B

RESPONSIBLE DEPARTMENT: Parks, Recreation & Trails

FINANCIAL IMPACT: N/A

MOAB CITY COUNCIL ORDINANCE 2026-22

AN ORDINANCE AMENDING MOAB MUNICIPAL CODE CHAPTER 2.88, MOAB RECREATION, ARTS, AND PARKS TAX ADVISORY COMMITTEE (RAP TAC), SPECIFICALLY SECTIONS 2.88.020 APPOINTMENT PROCESS, AND 2.88.040 COMMITTEE RESPONSIBILITIES AND MEETING SCHEDULE

RECITALS

WHEREAS, on June 15, 2022, the Moab City Council adopted Ordinance No. 2022-11, which established the Moab Recreation, Arts and Parks Tax Advisory Committee (RAP TAC); and

WHEREAS, Ordinance No. 2022-11 outlined the creation and composition of the Moab RAP Tax Advisory Committee, appointment process, terms of office, and committee responsibilities and meeting schedule; and

WHEREAS, the Moab Recreation, Arts and Parks Tax Advisory Committee (RAP TAC) met in a duly advertised public meeting on Monday, September 14, 2026, to discuss various amendments to sections of Chapter 2.88; and

WHEREAS, the Moab Recreation, Arts and Park Tax Advisory Committee (RAP TAC) unanimously voted to recommend the following changes the Chapter 2.88 of the Moab Municipal Code;

NOW, THEREFORE, BE IT ORDAINED by the Moab City Council adopts the following changes to Chapter 2.88 of the Moab Municipal Code:

2.88.010 Creation and composition of the Moab RAP Tax Advisory Committee.

- A. There is created the Moab RAP tax advisory committee (RAPTAC) which shall consist of five voting members and one ex officio member. Three members shall be at large who reside in the City. One member shall have demonstrated knowledge and experience in the arts and may reside in Grand County. One member shall have demonstrated knowledge and experience in parks and recreation and may reside in Grand County. The ex officio member shall be an elected officer on the Moab City Council with no voting authority.
- B. The chair of the RAPTAC shall be appointed by the City Manager from the Recreation, Arts, Parks and Trails Department. The chair shall conduct the meeting and may not vote.

2.88.020 Appointment Process.

- A. Each committee member shall be appointed by the Mayor and confirmed by action of the City Council

2.88.030 Terms of office.

The membership term is three years. For the first committee appointments, three members shall be appointed for three-year terms and three members for two-year terms. Each appointment after the initial formation of the committee shall serve for a full three-year term. Board members may be appointed for two terms but no more than six years.

2.88.040 Committee responsibilities and meeting schedule.

- A. The RAPTAC shall:
 - 1. Be advisory but make written recommendations to the City Council regarding allocation of the RAP tax revenues to applicant entities.
 - 2. Adopt bylaws, a mission statement, and objective criteria for its allocation recommendations regarding applicant entities.
 - 3. Meet once annually to consider applications and make recommendations to the City Council.
 - 4. Convene the annual meeting as soon as reasonably practicable after the City Council approves its fiscal year budget in June.
- B. The Mayor may suspend the RAPTAC's annual meeting requirement based upon the amount of RAP tax revenue collected in any given year that is administered, collected, and enforced in accordance with Utah Code Annotated Section 59-12-1402.
- C. The RAPTAC may conduct additional meetings as necessary with the consent of the majority of the committee members.

[Execution on following page]

ADOPTED AND APPROVED at a duly called meeting of the Moab City Council on this
22nd day of September 2026.

MOAB CITY

By: Joette Langianese, Mayor

ATTEST:

Sommar Johnson, Municipal Recorder

City Council Vote as Recorded:

Council Member Loftin	_____
Council Member Knuteson-Boyd	_____
Council Member Myers	_____
Council Member Taylor	_____
Council Member Topper	_____

Date published on the Utah Public Notice Website per Utah Code § 10-3-711:

Effective date of ordinance:

**SUMMARY OF
MOAB CITY
ORDINANCE NO. 2026-22**

On September 22, 2026, the Moab City Council enacted Ordinance No. 2026-22 amending Chapter 2.88, Moab Recreation, Arts and Parks Tax Advisory Committee (RAPTAC), Specifically Sections 2.88.020 Appointment Process, and 2.88.040 Committee responsibilities and meeting schedule.

MOAB CITY

By: Joette Langianese, Mayor

ATTEST:

Sommar Johnson, Municipal Recorder

City Council Vote as Recorded:

Council Member Loftin	_____
Council Member Knuteson-Boyd	_____
Council Member Myers	_____
Council Member Taylor	_____
Council Member Topper	_____

A complete copy of Ordinance No. 2026-22 is available in the office of the Moab City Recorder, located at 217 East Center Street, Moab Utah 84532.

Chapter 2.88

MOAB RECREATION, ARTS AND PARKS TAX ADVISORY COMMITTEE (RAP TAC)

Sections:

2.88.010 Creation and composition of the Moab RAP Tax Advisory Committee.

2.88.020 Appointment process.

2.88.030 Terms of office.

2.88.040 Committee responsibilities and meeting schedule.

2.88.010 Creation and composition of the Moab RAP Tax Advisory Committee.

A. There is created the Moab RAP tax advisory committee (RAP TAC) which shall consist of five voting members and one ex officio member. Three members shall be at large who reside in the City. One member shall have demonstrated knowledge and experience in the arts and may reside in Grand County. One member shall have demonstrated knowledge and experience in parks and recreation and may reside in Grand County. The ex officio member shall be an elected officer on the Moab City Council with no voting authority.

B. The chair of the RAP TAC shall be appointed by the City Manager from the Recreation, Arts, Parks and Trails Department. The chair shall conduct the meeting and may not vote. (Ord. 22-11 § 1, 2022)

2.88.020 Appointment process.

A. Each committee member shall be appointed by the Mayor and confirmed by action of the City Council.

~~B. — Moab City staff shall review applications to the RAP TAC and make recommendations to the Mayor for the members on the first committee. Thereafter, the RAP TAC members shall make recommendations to the Mayor regarding the filling of vacancies. (Ord. 22-11 § 1, 2022)~~

2.88.030 Terms of office.

The membership term is three years. For the first committee appointments, three members shall be appointed for three-year terms, and three members for two-year terms. Each appointment after the initial formation of the committee shall serve for a full three-year term. Board members may be appointed for two terms but no more than six years. (Ord. 22-11 § 1, 2022)

2.88.040 Committee responsibilities and meeting schedule.

A. The RAP TAC shall:

1. Be advisory but make written recommendations to the City Council regarding allocation of the RAP tax revenues to applicant entities.
2. Adopt bylaws, a mission statement, and objective criteria for its allocation recommendations regarding applicant entities.
3. Meet once annually to consider applications and make recommendations to the City Council.
4. Convene the annual meeting as soon as reasonably practicable after the City Council approves its fiscal year budget in June.

~~5. Make recommendations to City staff and the City Council regarding subsequent appointments to the committee.~~

B. The Mayor may suspend the RAP TAC's annual meeting requirement based upon the amount of RAP tax revenue collected in any given year that is administered, collected, and enforced in accordance with Utah Code Annotated Section [59-12-1402](#).

C. The RAP TAC may conduct additional meetings as necessary with the consent of the majority of the committee members. (Ord. 22-11 § 1, 2022)

The Moab Municipal Code is current through Ordinance 24-03, passed June 11, 2024.

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](http://moabcity.org) City

[Telephone: \(435\) 259-5121](tel:(435)259-5121)

[Hosted by General Code.](#)



MOAB CITY COUNCIL AGENDA

September 22nd, 2026

TITLE: Drinking Water System Master Plan, Impact Fee Analysis, and Rate Study

DISPOSITION: Discussion and possible approval

PRESENTER: Mark Jolissaint, City Engineer

ATTACHMENT: Task Order No. 380.24.100

RECOMMENDED MOTION: "I move to approve the task order with Hansen Allen & Luce in the amount of \$186,500.00 and authorize the Mayor to sign it."

SUMMARY:

The City's current water master plan is from 2016, and was updated through 2020. With this task order, we will produce a new master plan, which includes an updated water system model and capital projects list (based on current and projected system needs). Subsequent to completion and possible adoption of that plan by Council, impact fees and water rates will be evaluated and updated based on findings from the plan. The impact fee plan and rate study (which will include consideration of tiered rate structures) may then be adopted by Council.

RELEVANT LAWS, STUDIES & PLANS: Strategic Plan Goal 4, General Plan Element 8

RESPONSIBLE DEPARTMENT: Engineering

FINANCIAL IMPACT: \$186,500 from the Water Enterprise Fund

Attachment A
TASK ORDER NO. 380.24.100
TO
MASTER AGREEMENT FOR PROFESSIONAL SERVICES

OWNER: CITY OF MOAB

Effective Date of Master Agreement: April 22, 2014

THIS TASK ORDER NO. 380.24.100 ("this TASK ORDER") to the CITY OF MOAB MASTER AGREEMENT FOR PROFESSIONAL SERVICES (AGREEMENT) is made and entered into as of the 9th day of September 2026 by and between OWNER and HANSEN, ALLEN & LUCE, INC., a Utah Corporation (herein called ENGINEER) who agree as follows:

1. **PROJECT.** The PROJECT associated with this TASK ORDER is described as follows: City of Moab Drinking Water System Master Plan, Impact Fee Analysis, and Rate Study.
2. **PROJECT SITE.** The PROJECT SITE is located as follows: Moab, Utah.
3. **SCOPE OF SERVICES.** The SCOPE OF SERVICES and deliverables associated with this TASK ORDER are attached hereto as Exhibit A.
4. **FEES.** OWNER shall reimburse for services provided under this TASK ORDER on a time and expense basis with an estimated cost of **\$186,500.** Payment shall be in accordance with the FEE SCHEDULE attached hereto and in accordance with the AGREEMENT.
5. **SCHEDULE.** SERVICES associated with this TASK ORDER are anticipated to be completed within 12 months following written authorization from the OWNER to proceed.
6. **ATTACHMENTS AND EXHIBITS.** Both parties have read and understood all attachments and exhibits referenced in or attached to this TASK and agree that such items are hereby incorporated into and made part of the AGREEMENT.

IN WITNESS WHEREOF, OWNER and ENGINEER have executed this TASK ORDER as of the date above written.

OWNER: City of Moab

By: _____

Printed Name: _____

Its: _____

ENGINEER:

By:  _____

Printed Name: Benjamin D. Miner

Its: Senior Principal

Digitally signed by Benjamin D. Miner
Reason: I am the author of this document
Contact Info: 801-566-5599
Date: 2026.09.09 16:23:58-06'00'

**SCOPE OF SERVICES
CITY OF MOAB
Drinking Water System Master Plan, Impact Fee Analysis, and Rate Study**

BACKGROUND

The City of Moab (City) desires to update its Drinking Water System Master Plan (Master Plan), update and calibrate its hydraulic model, evaluate existing and future water system performance, identify deficiencies, develop recommended capital improvements, prepare an updated Capital Facilities Plan (CFP), prepare an Impact Fee Facility Plan (IFFP), an Impact Fee Analysis (IFA), and a Water Rate Study. The master plan will evaluate water demands, equivalent residential connection (ERC) values, water supply, source capacity, storage capacity, pressure zones, fire flow, distribution facilities, rehabilitation needs, replacement planning, and future infrastructure requirements. A brief overview of water rights in comparison with water use will be provided. The updated Master Plan will support future capital planning, budgeting, impact fee analyses, regulatory compliance, and system operations.

SCOPE OF WORK

The suggested scope of work is outlined by Task below.

TASK 100 – PROJECT MANAGEMENT AND COORDINATION**Objective:**

Provide project management, quality control, coordination, communication, scheduling, and document management throughout the project.

Activities:

101. General project coordination and communication with the City of Moab. Project management. Receive phone calls and emails. Prepare email responses. Answer questions.
102. Conduct a project kickoff video meeting with City staff. Meet with City to discuss project goals and water data.
103. Operator Workshop. Conduct an operator workshop to review water system mapping, well and PRV locations and setting, spring locations and water system operations. Discuss items of concern for operators. This is assumed to be a video meeting.
104. Status meetings. Assume 6 video meetings. These meetings are to discuss project progress.

Deliverables:

- Meeting agendas and notes
- Operator information on the water system.

Assumptions:

- Progress meetings are assumed to be held virtually on Microsoft Teams.

TASK 200 – DATA COLLECTION AND EXISTING CONDITIONS REVIEW**Objective:**

Compile, review, evaluate, and document available data necessary to support planning, hydraulic modeling, deficiency analysis, and capital facilities planning.

Activities:

201. Review and evaluate existing studies and planning documents. This includes a review of previous engineering work on the water system, applicable regulatory standards, and storage, source, and fire flow requirements. The City will provide fire flow requirements.
202. Collect and review information concerning infrastructure data. This includes recent capital facility plans and data concerning reservoirs, tanks, wells, pump stations, PRVs, control valves, and wholesale supply connections if any.
203. Collect and review information concerning operational data. This includes water production records, wholesale water data utility billing data, and SCADA records.

Deliverables:

- Comments on existing data and any additional data needs.

Assumptions:

- All information listed will be supplied by Moab City.

TASK 300 – WATER SYSTEM DEMAND AND ERC DETERMINATION**Objective:**

Evaluate existing demands, evaluate existing ERC methodology and minimum system sizing criteria. Evaluate secondary water usage.

Activities:

301. Use billing data and historical records to evaluate demands. This includes annual demands, average day demands, peak day demands, peak hour demands, seasonal water use, and indoor and outdoor usage.
302. Review existing ERC methodology and minimum system sizing criteria. This will include determining ERC density for areas identified as having potential for growth and redevelopment. Determine if changes are recommended. Provide recommendations for ERC and minimum sizing.
303. Irrigation water evaluation. Areas served by irrigation water will be identified if possible and

assessed to determine impacts of potential secondary water system changes on drinking demands.

Deliverables:

- Memorandum – ERC methodology and minimum system sizing
- Assessment of secondary water usage

Assumptions:

- The scope assumes the ERC approach is selected before future conditions hydraulic modeling begins.
- The City of Moab or the Moab Irrigation Company will assist with identifying areas that use irrigation water for residential and commercial needs and reduce demand on the City system. Agricultural areas will not be included in the evaluation.

TASK 400 – EXISTING DRINKING WATER MODEL EVALUATION**Objective:**

Update and calibrate the City's hydraulic model to represent existing conditions. Develop a modeling scenario to represent future conditions. Meet the requirements of the State of Utah Hydraulic Modeling Rule (R309-511). The existing water system will be evaluated to determine the ability to meet adopted Level of Service requirements and Division of Drinking Water requirements.

Activities:

401. Model existing conditions using the City's hydraulic model. Existing conditions will be updated as follows using available data:
 - Infrastructure based on current GIS database and subdivision planning data
 - Facilities added since the previous Master Plan
 - Pump curves
 - Control settings
 - Storage facilities
 - Pressure zones
 - Operational controls
402. Evaluate SCADA records and determine demand patterns. Update demand patterns in the model. Use existing demand quantities and locations to spatially distribute demands.
403. Develop an extended period model scenario for existing conditions. Peak day, peak hour, and peak day plus fire flow conditions in pipe and system capacities will be evaluated.
404. Calibrate the existing system hydraulic model. Use SCADA records and the outcomes of any testing from Task 408 for model calibration.
405. Evaluate hydraulic performance of the system. This includes fire flow performance, source capacity analysis, storage capacity analysis, and pressure zone analysis. Identify any needed improvements.

406. Use the existing conditions hydraulic model to develop a water age hydraulic model scenario. Storage turnover times and locations potentially susceptible to water quality concerns will be identified. Water quality sampling results will be reviewed to determine if there are correlations between modeled water age and areas with a history of water quality concerns. Water age will be based on hydraulic model projections .
407. Identify opportunities to improve operations. This includes reliability, energy efficiency, operations, storage utilization, and pressure management.
408. Recommend additional testing if necessary. It is anticipated that the City will provide fire hydrant test results at 10 key locations throughout the City. Additionally, if the City collects pressure sensor data and provides the data to HAL, the results will be included in calibration.

Deliverables:

- Updated existing conditions model
- Assessment of the existing system

Assumptions:

- Billing data will be used for demand allocation and demand projections.
- Existing SCADA and hydrant testing data will be used for calibration. It is anticipated that the City of Moab will perform 10 fire hydrant tests at locations throughout the City. HAL may recommend additional calibration testing. It is assumed Moab City will supply or collect any testing or data needed for calibration or authorize additional scope and fee to perform testing.

TASK 500 – FUTURE DEMAND ANALYSIS, MODELING AND CAPITAL FACILITIES PLAN**Objective:**

Develop updated growth projections, future demands, water supply projections, and long-range planning criteria through a 40-year horizon. Identify, evaluate, and prioritize capital facilities projects needed to address existing and future system deficiencies through this period . Hydraulic models will be prepared for 10-year and 40-year growth scenarios. Develop an updated Capital Facilities Plan and implementation strategy, including projects through the 40-year planning period. Provide opinions of probable construction costs for projects within the 10-year planning period.

Activities:

501. Conduct a Growth and Land Use Analysis. Zoning and land use plans and maps will be reviewed along with General Plan information. Growth assumptions from these documents will be utilized to develop future growth maps. Land use maps will be used to evaluate land use-based demand requirements for City land use designations. Utilize an approach focused on density of land uses (provided by City planning staff) and percent irrigated for each type. Expected water demand will be evaluated for future development areas. Previous study projections will be considered and discussed with the City.
502. Conduct a water rights assessment. The City of Moab will provide a list of water rights and

flowrate and volumes. A comparison will be made between the predicted water need and the existing water rights.

503. Coordinate with City staff to establish planning criteria. Source capacities, storage, pressures, fire flows, and reliability and redundancy will be assessed.
504. Allocate future demands spatially using land use data and outcomes from previous activities or as directed by the City.
505. Develop an extended period model scenario for future conditions to evaluate peak day, peak hour, and peak day plus fire flow conditions in pipe and system capacities.
506. Evaluate hydraulic performance of the future condition water system. This includes an analysis of the distribution system, fire flow, source and storage capacity, pressure zones, and redundancy and reliability.
507. Develop and evaluate alternatives to address existing or future needs. Sources, storage facilities, pump stations, transmission facilities, pressure zones, and redundancy and reliability improvements will be assessed.
508. Conduct a video workshop with City staff to review identified deficiencies and future needs, evaluate alternatives, review asset management findings, critical infrastructure priorities, and select projects to advance into the Capital Facilities Plan.
509. Prepare a Capital Facilities Plan. Projects required through the 40-year planning period will be identified. This includes system expansion projects, rehabilitation projects, reliability projects, and replacement projects.
510. Utilize the outcomes from Task 5 to develop the following
 - 10-year Capital Facilities Plan
 - 40-year Capital Facilities Plan
 - Project prioritization
 - Implementation schedule
 - Phasing recommendations
511. Prepare planning-level opinions of probable construction cost for projects anticipated within the 10-year planning period.
512. Allocate costs between user fees (operational) and impact fees (new growth). These will be included in the 10-year Capital Facilities Plan
513. Develop Capital Facilities Plan map showing projects required through the 40-year planning period.

Deliverables:

- Summary of projected changes in land use and water demand
- Updated hydraulic model
- 10-year Capital Facilities Plan, including:

- Project map and list
 - Opinions of probable construction cost
 - Prioritization and funding allocation matrix
 - Implementation schedule
- Capital Facilities Plan, including:
 - Project map and list
 - Recommended project sequencing

Assumptions:

- City planners will provide density (ERCs per acre) for all future land use types or will provide direction regarding assumed densities.
- All cost estimates are planning-level opinions of probable construction cost.

TASK 600 – MASTER PLAN REPORT PREPARATION**Objective:**

Prepare the final Master Plan and support City review.

Activities:

- 601. Prepare draft report sections and submit to City staff for review.
- 602. Prepare GIS exhibits, maps and figures.
- 603. Prepare draft master plan in a format consistent with DDW Hydraulic Modeling Report and System Capacity Expansion Report Expectations and submit to City staff for review.
- 604. Revise documents according to City staff comments, including one round of consolidated review comments for each submitted report section and one round of consolidated comments for the draft Master Plan.
- 605. Prepare Final Master plan.

Deliverables:

- Draft master plan
- Responses to City comments
- Final master plan
 - PDF format

Assumptions:

- The scope includes one round of consolidated City review comments for each submitted draft report section.
- The scope includes one round of consolidated City review comments for the completed Draft Master Plan.

TASK 700 – PREPARE IMPACT FEE FACILITY PLAN AND IMPACT FEE ANALYSIS

Objective:

Determine impact fees necessary to support growth while providing the existing level of service to current customers.

Activities:

- 701. Coordinate public noticing. HAL will coordinate with City. City will provide notices
- 702. Prepare data request list and collect relevant data.
- 703. Value excess capacity of existing facilities.
- 704. Identify eligible capital projects.
- 705. Compute proportionate cost share due to growth.
- 706. Prepare draft IFFP/IFA report.
- 707. Coordinate with City and key stakeholders identified by City staff.
- 708. Present results at a public meeting. HAL to attend public meeting via video to present results.
- 709. Produce final reports. Deliver final PDF copies.

Deliverables:

- Final IFFP Report
- Final IFA Report

TASK 800 – PREPARE WATER SYSTEM RATE STUDY

Objective:

Prepare a rate study based on the results of the water master plan, impact fee facilities plan and impact fee act. Zions Public Finance will prepare the study with HAL providing technical and cost support.

Activities:

- 801. Review existing rate study.
- 802. Analyze the cost of services by customer class and evaluate the re-allocation of costs based on the demand created and benefits received by each customer class.
- 803. Consider existing fee system tiers and consider changes to tiers.
- 804. Conduct a meeting with Moab City to present results and receive input.

805. Prepare water rate study report. Draft and final reports will be provided.
806. Present the results in a public meeting.

Deliverables:

- Water rate study

STANDARD FEE SCHEDULE 2026

PERSONNEL CHARGES

Client agrees to reimburse Hansen, Allen & Luce, Inc. (HAL), for personnel hourly rates related to the completion of the project, in accordance with the following:

Managing Professional III	\$250
Managing Professional II	\$240
Managing Professional I	\$227
Senior Professional III	\$215
Senior Professional II	\$206
Senior Professional I	\$190
Professional III.....	\$180
Professional II.....	\$168
Professional I.....	\$157
Professional Intern II.....	\$147
Professional Intern I.....	\$139
Environmental Scientist II	\$149
Environmental Scientist I	\$131
Engineering Student Intern	\$90
Water Resource Specialist II	\$164
Water Resource Specialist I	\$153
Professional Geologist II.....	\$183
Professional Geologist I.....	\$168
Geologist.....	\$154
GIS Specialist.....	\$150
Senior Designer.....	\$152
Designer.....	\$139
Senior Field Technician	\$169
Field Technician	\$110
CAD Operator.....	\$121
Administrative Assistant	\$84
Professional Land Surveyor.....	\$175
1 Man GPS Surveying Services.....	\$190
Grout Seal Witness.....	\$200
Drone Pilot	\$230
Expert Legal Services.....	\$375

DIRECT CHARGES

Client also agrees to reimburse HAL for all other costs related to the completion of the project.

Charges shall include, but not be limited to, the following:

Communication, Computer, Reproduction	\$7 per labor hour
Out-of-town per diem allowance (lodging not included)	\$80 per day
Vehicle	\$0.74 per mile
Outside consulting and services	Cost plus 10%
Other direct expenses incurred during the project	Cost plus 10%
Trimble GPS Unit	\$165 per day
Data Logger/Transducer.....	\$165 per week
Credit Card Payment Fee.....	3% of Payment Amount

INTEREST CHARGE AFTER 30 DAYS FROM INVOICE DATE..... 1.5% per month

Note: Annual adjustments to personnel and expense charges will occur in January of each year.

600 MASTER PLAN REPORT PREPARATION

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700 PREPARE IMPACT FEE FACILITY PLAN AND IMPACT FEE ANALYSIS

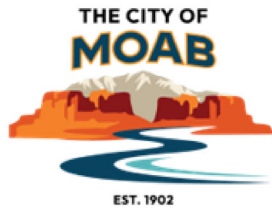
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800 PREPARE WATER SYSTEM RATE STUDY

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TOTAL HOURS BY EMPLOYEE:

PHASE	TASK	Labor	Direct Cost	Subtotal w/Contingency	Subcontractor Costs	Sub total with Contingency
100	PROJECT MANAGEMENT AND COORDINATION	\$18,935.00	\$553.00	\$19,488.00	\$0.00	\$19,488.00
200	CONDUCTING PRELIMINARY SITE VISUAL REVIEW	\$1,000.00	\$0.00	\$1,000.00	\$0.00	\$1,000.00
300	WATER SYSTEM DEMAND AND ERG DETERMINATION	\$9,852.00	\$3,778.00	\$13,630.00	\$0.00	\$13,286.00
400	EXISTING DRINKING WATER MODEL EVALUATION	\$21,511.00	\$0.00	\$21,511.00	\$0.00	\$21,511.00
500	EXISTING WASTEWATER MODEL EVALUATION AND CAPITAL FACILITIES PLAN	\$24,979.00	\$8,303.00	\$33,282.00	\$0.00	\$24,979.00
600	MASTER PLAN REPORT PREPARATION	\$20,997.00	\$6,905.00	\$27,902.00	\$0.00	\$26,136.11
700	PREPARE IMPACT FEE FACILITY PLAN AND IMPACT FEE ANALYSIS	\$14,049.00	\$532.00	\$14,581.00	\$0.00	\$14,581.00
800	PREPARE WATER SYSTEM RATE STUDY	\$13,307.00	\$1,113.00	\$14,420.00	\$18,500.00	\$32,920.00
	TOTAL w/contingency:	\$110,596.00	\$13,744.00	\$124,340.00	\$18,500.00	\$142,840.00



MOAB CITY COUNCIL AGENDA

September 22, 2026

TITLE: A Resolution No. 16-2026

DISPOSITION: Discussion and possible action

PRESENTER: Didar Charles, Assistance City Engineer

ATTACHMENT: City of Moab Resolution #16-2026

STAFF RECOMMENDATION: Staff recommend that the City Council adopt the proposed resolution.

PROPOSED MOTION: I move to adopt the proposed resolution as presented.

SUMMARY:

In 2024, the City of Moab, in partnership with Grand County, was awarded a Safe Streets and Roads for All (SS4A) grant from the U.S. Department of Transportation's Federal Highway Administration (FHWA). The SS4A grant builds on the 2022 Unified Transportation Master Plan (UTMP) by providing additional assessment and planning to support the UTMP's function as Moab's Safety Action Plan.

On October 28, 2024, the City Council approved a contract with Kimley-Horn in the amount of \$529,979, with a City contribution of \$52,998. The project includes a roadway safety and planning assessment of the Mill Creek Drive, Spanish Valley Drive, and Spanish Trail Road corridors; a community assessment and evaluation; development of a Complete Streets Ordinance; and community engagement efforts. The SS4A grant is intended to support analysis and planning. To be eligible for future SS4A Implementation Grants, one of the requirements is that the City's governing body commits to significantly reducing traffic fatalities and serious injuries.

RELEVANT LAWS, STUDIES & PLANS:

Safe Street for All (SS4A) in process

RESPONSIBLE DEPARTMENT:

Engineering

FINANCIAL IMPACT:

No direct or immediate impact.

CITY OF MOAB RESOLUTION NO. 16-2026

A RESOLUTION COMMITTING TO A GOAL TO SIGNIFICANTLY REDUCE TRAFFIC FATALITIES AND SERIOUS INJURIES IN THE CITY OF MOAB AMONG ALL ROAD USERS BY 2040, WITH AN ULTIMATE GOAL OF ZERO FATALITIES TO ACHIEVE ZERO TRAFFIC FATALITIES AND SERIOUS INJURIES.

WHEREAS, between 2022 and July 2026, in the City of Moab, 3 people died and another 5 people were seriously injured due to roadway crashes; and

WHEREAS, crashes that result in death or serious injury are preventable, and the City of Moab acknowledges that the only acceptable goal is to eliminate deaths and serious injuries to all roadway users; and

WHEREAS, having safe, user-friendly streets is one of the goals of the adopted 2023-2050 Utah Strategic Highway Safety Plan; and

WHEREAS, creating safe, user-friendly streets will encourage active transportation, improving population health, air quality, and overall public well-being; and

WHEREAS, while the City of Moab cannot fully control all of the factors that contribute to crashes, such as distractions, impairment, and aggressive driving, the City can play a crucial role in promoting traffic safety; and

WHEREAS the *City of Moab/Grand County Safety Action Plan* presents the City of Moab's commitment and strategies to reduce deaths and serious injuries of all roadway users.

NOW, THEREFORE LET IT BE RESOLVED, by the Moab City Council:

1. The City of Moab supports proactively utilizing a "Safe System Approach" to improve safety for all roadway users, rather than relying on a reactive approach to address roadway fatalities or serious injuries; and
2. The City of Moab declares that any roadway fatality or serious injury is unacceptable and supports reasonable measures to prevent roadway crashes; and
3. The City of Moab establishes a goal of eliminating deaths and serious injuries and supports Utah Zero Fatalities strategies; and
4. The City of Moab establishes a goal of reducing roadway fatalities and serious injuries by 50% by 2040, and
5. The City of Moab will measure the progress towards these city-wide goals and will provide city-wide quantitative metrics that are reported annually.

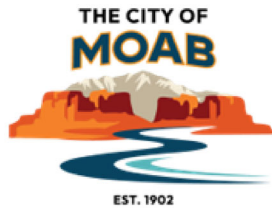
PASSED AND APPROVED in open Council by a majority vote of the Governing Body of Moab City Council this 22nd day of September 2026.

SIGNED _____

Joette Langianese, Mayor

ATTEST: _____

Sommar Johnson, Recorder



MOAB CITY COUNCIL AGENDA

September 22, 2026

TITLE: Consideration of a Proposed Speed Limit Changes to Mill Creek Drive and 100 West

DISPOSITION: Discussion and possible action

PRESENTER/S: Michael A. Black, AICP, City Manager

ATTACHMENT/S: Copy of MMC 10-04-090

August 2026 Speed Management Memorandum

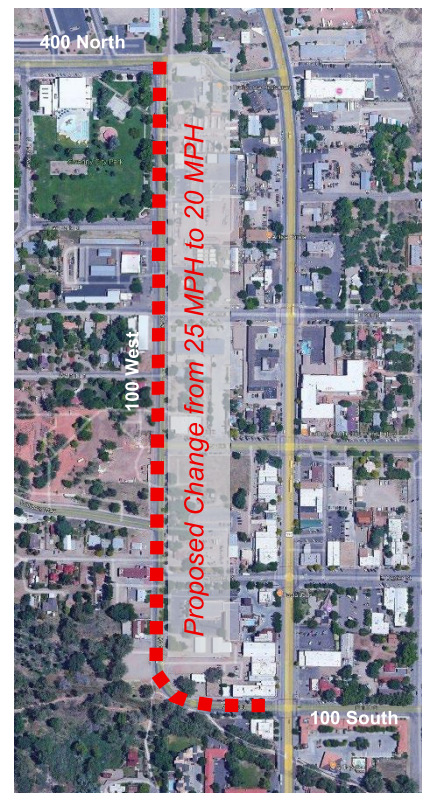
STAFF RECOMMENDATION: Staff recommend that the City Council adopt the proposed speed limit changes.

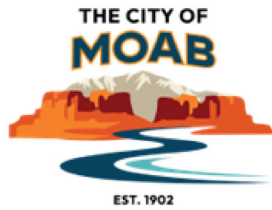
PROPOSED MOTION: I move to adopt the proposed speed limit changes to Mill Creek Drive and 100 West.

SUMMARY:

The City is proposing to reduce the posted speed limit from 25 MPH to 20 MPH on Mill Creek Drive from 400 East to Sand Flats Road and on 100 West from 400 North to 100 South. These corridors experience a combination of heavy street-legal ATV use, pedestrian activity, dispersed parking and bicycle traffic. The City Council has discussed speed limits and traffic conditions on these streets at several previous meetings. The proposed changes are consistent with the recommendations previously presented to the Council and information distributed to the public.

Consistent with MMC § 10.04.090, the City Engineer evaluated these conditions and has recommended a posted speed limit of 20 MPH on both streets. As previously discussed with the Council, the City will also install ATV warning signs with an advisory speed of 15 MPH for street-legal ATVs along these corridors. The 20 MPH posted speed limit will apply to all street-legal vehicles, while the 15 MPH signage will provide an additional advisory speed specifically for street-legal ATVs.





MOAB CITY COUNCIL AGENDA

September 22, 2026

As required by the Municipal Code, the City Manager must make a recommendation to the Council on the proposed speed limit changes. I support the proposed changes for the stated reasons and recommend that the Council approve the 20 MPH speed limits on both streets, effective upon installation of the appropriate signage.



Speed Management Memorandum

As part of the review of speed limits, the City also asked its transportation consultant, Kimley-Horn, to prepare a memorandum outlining alternative traffic and speed management measures the City could use to achieve similar safety and traffic-calming goals. The memorandum is included with this item and will be reviewed with the City Council in greater detail.

In general, the memorandum identifies both infrastructure and non-infrastructure improvements the City could consider to better manage vehicle speeds, improve safety and address traffic concerns throughout the community. These recommendations provide additional tools the City can evaluate alongside changes to posted speed limits. The memo is attached.

RELEVANT LAWS, STUDIES & PLANS:

MMC 10-04-090

RESPONSIBLE DEPARTMENT:

City Administration, Community Development, PD, Public Works



MOAB CITY COUNCIL AGENDA

September 22, 2026

FINANCIAL IMPACT:

The financial impact will be the installation of signs, which will be paid for by streets maintenance. There is no need to amend any budgets for this change in signage.

City of Moab Speed Management Memorandum

August 2026



City of Moab Speed Management Memorandum

Prepared for:



City of Moab
217 East Center Street
Moab, UT 84532

Prepared by:

Kimley»Horn

Kimley-Horn and Associates, Inc.
1850 W Ashton Blvd Ste 150,
Lehi, UT 84048

August 2026

Statutory Notice

23 U.S.C. § 407: US Code - Section 407: Discovery and admission as evidence of certain reports and surveys

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway- highway crossings, pursuant to sections 130, 144 and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Introduction

Speed management is a critical component of roadway safety as vehicle speed directly influences the likelihood of a crash and the severity of the crash. In Moab, speeding concerns are shaped by a unique mix of local travel, tourism, pedestrian and bicycle activity, downtown circulation, and street-legal all-terrain vehicle (ATV) use. While posted speed limits establish legal expectations, signs alone do not consistently produce lower operating speeds if the roadway environment encourages faster travel. Effective speed management requires a combination of roadway design, policy, enforcement, and education strategies that reinforce safe speeds and support the City's broader safety goals. This memorandum identifies speed management countermeasures that the City can use to better align driver behavior with the surrounding roadway context and manage speed, improving transportation safety for all users.

UDOT Speed Limit Setting

The Utah Department of Transportation (UDOT) establishes speed limits through an engineering study process that evaluates roadway context, safety performance, operating characteristics, and surrounding land uses. Historically, speed studies relied heavily on the 85th percentile observed speed, often resulting in recommendations to increase posted speed limits when operating speeds exceeded the posted limit by more than 5 mph. UDOT's current approach places greater emphasis on roadway context, Safe System principles, crash history, pedestrian and bicycle activity, roadway design, and other safety considerations. Rather than increasing or decreasing a posted speed limit when observed 85th percentile speeds are higher or lower than desired, UDOT may conduct additional analyses and identify speed management countermeasures to better align driver behavior with the intended operating speed and safety objectives for the roadway.

Moab Speed Limit Setting

While UDOT uses a statewide engineering-based speed study process to establish speed limits on state facilities, Moab City follows a locally administered process that incorporates engineering recommendations and City Council approval.

Moab City Council adopted Ordinance No. 2026-12 repealing and replacing ordinance No. 2020-15 and amending section 10.04.090 of the Moab municipal code regarding the establishment of speed limits for street legal vehicles, including street-legal ATVs. The ordinance states that the City establishes speed limits through a combination of default regulations and an engineering review process as described below:

- **Default Speed Limit:** Streets without posted speed limit signs have a default speed limit of 20 mph.
- **Engineering Evaluation:** When requested by the City Council or City Manager, the City Engineer evaluates a street or roadway segment and recommends an appropriate speed limit.
- **Factors Considered:** The City Engineer may consider traffic engineering and safety factors such as:
 - Traffic volumes
 - Pedestrian activity
 - Bicycle use
 - On-street parking patterns
 - Street-legal ATV activity
 - Noise impacts
 - Other public health, welfare, and safety considerations
- **Review and Approval:** The City Manager reviews the City Engineer's recommendation and forwards it to the City Council, which may approve, modify, or reject the proposed speed limit during a public meeting.
- **Implementation:** An approved speed limit becomes effective only after the appropriate regulatory speed limit signs are installed.

Combining Speed Limit Setting with Infrastructure Countermeasures

While posted speed limits establish the legal maximum speed for a roadway, they do not by themselves change the physical characteristics of a roadway that influence driver behavior. Drivers often select their travel speed based on roadway conditions, including width, visibility, intersection type and spacing, roadside development, traffic volumes or congestion, and the overall context of the roadway.

As a result, changing a posted speed limit without accompanying roadway context changes such speed management countermeasures and infrastructure, targeted enforcement, or clear educational training will likely have limited effect on actual operating speeds.

For the City to achieve meaningful speed changes, recommendations should be accompanied, where possible, by infrastructure speed management countermeasures that reinforce the desired operating speed. Treatments such as curb extensions/bulb-outs, roundabouts, pedestrian refuge islands, and others can create a roadway environment that encourages drivers to travel at lower speeds. By implementing infrastructure countermeasures, targeted enforcement, and clear educational training, Moab City can more effectively address speeding concerns and improve safety for all roadway users.

Speed Management and Safety

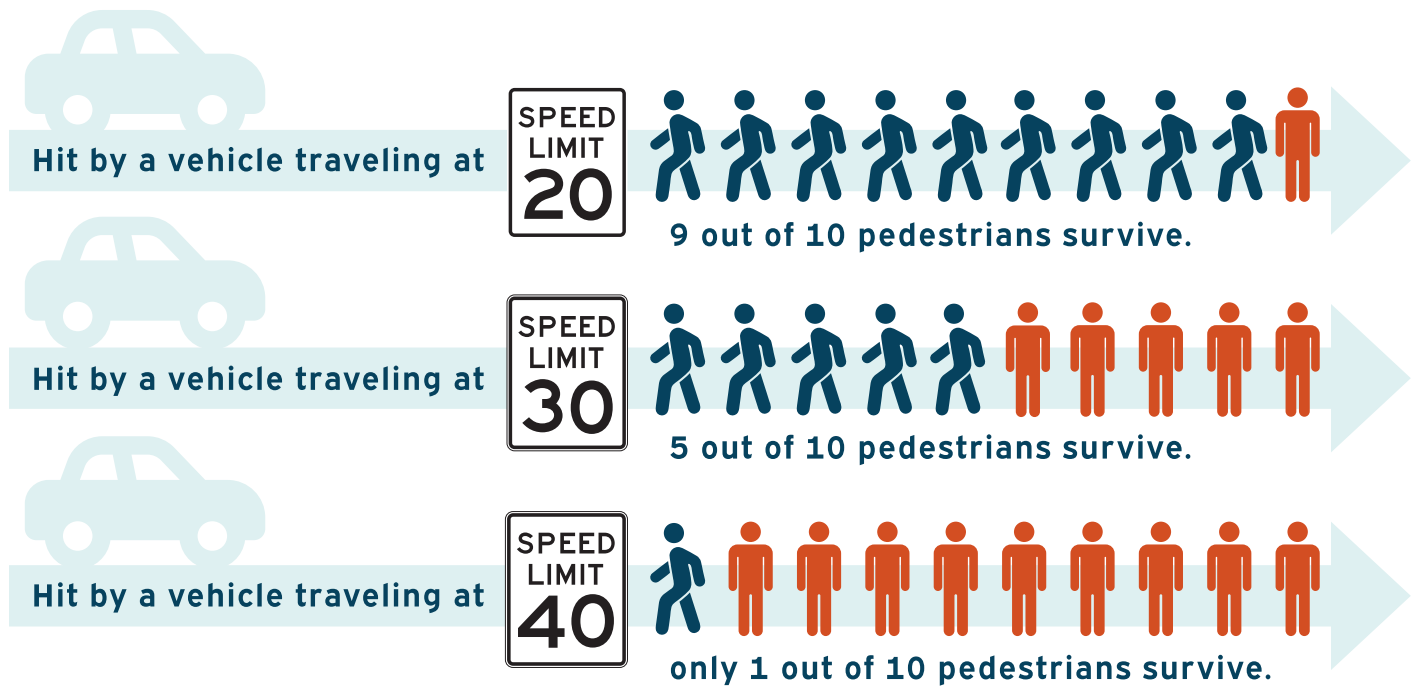
The U.S. Department of Transportation Federal Highway Administration (FHWA) has adopted a Safe System approach aimed to eliminate fatal and serious injuries for all road users. **Safe Speeds** is identified as one of five key elements to a Safe System approach. The Safe System approach recognizes that roadway users will make mistakes and focuses on reducing the likelihood that those mistakes result in fatal and serious injury crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

Speed management is crucial where vehicles and pedestrians interact. Drivers often operate a vehicle at a speed that feels reasonable for them, rather than safe for everyone. The figure on the following page shows that a person struck by a vehicle traveling 40 mph has only a 15% likelihood of surviving; whereas at 20 mph a person would have a 95% chance of surviving.¹



FHWA's Safe System Approach

1. Pilkinton, Paul. Reducing the speed limit to 20 mph in urban areas: Child deaths and injuries would be decreased. BMJ, Published April 29, 2000.



This memorandum summarizes a range of speed management countermeasures that the City of Moab may consider to address speeding concerns, improve roadway safety, and enhance the overall transportation network in the community. The countermeasures presented include infrastructure and engineering, enforcement, education, and policy strategies that can be implemented individually or in combination based on street characteristics, desired outcomes, and available resources. The memorandum is intended to provide a planning-level resource to support future project development, capital improvement programming, and policy decisions.

Speed management is a complex challenge involving infrastructure, behavior, and enforcement strategies. Additional information and sources are published and available, including:

FHWA Traffic Calming ePrimer - a free, online resource available for public use that presents a review of traffic calming practices.

FHWA Speed Management Safety - includes information regarding setting speed limits, facts and statistics associated with speed management, and other reference materials.

Noise and Livability

In Moab, traffic noise is also a key community concern, with vehicle and ATV speeds serving as a contributing factor. While reduced posted speed limits may support safer and more livable streets, speed management is most effective when changes are accompanied with speed management countermeasures and infrastructure, targeted enforcement, or clear educational training to reduce vehicle speeds, acceleration, braking, and other behaviors that contribute to roadway noise.

Because Moab's concerns include community livability, quality of life, and roadway safety for all users, speed management strategies should be evaluated not only for their ability to reduce speeds, but also for their potential to reduce noise exposure, improve pedestrian and bicyclist comfort, and support community livability.

In locations where traffic noise is a primary concern, countermeasures should also be screened for their potential noise effects, including whether they may reduce excessive speeds and acceleration or unintentionally increase noise through braking, acceleration, suspension movement, or vehicle diversion.

Note: For purposes of this memorandum, street-legal ATVs are considered vehicles on the roadway.

Speed Management Countermeasures

This memorandum reviews speed management strategies and countermeasures from the FHWA, National Highway Traffic Safety Administration (NHTSA), and National Association of City Transportation Officials (NACTO) that are suitable for Moab streets. The countermeasures summarized in this memorandum represent a range of engineering, enforcement, and educational strategies that can help reduce vehicle speeds and improve roadway safety. Each countermeasure includes a description of the improvement, typical applications and key impacts, implementation considerations and general cost estimates to assist the City in evaluating opportunities for application within the community and prioritizing future funding.

This information is intended to support planning-level decision-making by City staff in identifying countermeasures and solutions compatible with Moab specific conditions and community objectives. Because speeding concerns often stem from multiple factors, a combination of strategies and countermeasures may be required to achieve desired operating speeds and support long-term safety outcomes.



The infrastructure and non-infrastructure countermeasures recommended for the City are summarized below:

Infrastructure



Curb Extension/Bulb-outs



Roundabouts



Pedestrian Refuge/Median Islands



Chicanes and Chokers



Speed Table



Raised/Textured Crosswalks



Lane Repurposing (Road Diet)



On-Street Parking



Speed Feedback Signs



Rectangular Rapid Flashing Beacon

Non-Infrastructure



Enforcement



Education



Policy



Infrastructure Countermeasures



Curb Extension/Bulb-outs



*Example of Curb Extension/
Bulb-Out on 100 North in Moab*

Curb extensions, or bulb-outs, extend the sidewalk into the roadway shoulder or parking lane, narrowing the roadway width to improve pedestrian and sign visibility, shorten pedestrian crossing distances, and encourage lower vehicle speeds. Bulb-outs can be combined with other speed management measures, such as raised crosswalks, flashing signage, textured crosswalks, and striping to achieve greater speed reductions.

Key Impacts

Motorists:

- Generally has minimal impacts on motor vehicle mobility.
- Creates a physical and visual narrowing of the roadway, encouraging slower travel by motorists.
- Encourages slower turning speeds, especially when paired with smaller curb radii.

Pedestrians:

- Reduces pedestrian exposure time to vehicles by shortening crossing distances.
- Increases pedestrian visibility for driver awareness at crossing locations.

Bicyclists:

- Should not extend into bicycle lanes or create conflicts with bicycle travel paths.

Emergency Vehicles:

- Generally compatible with emergency response routes when designed to accommodate emergency vehicle turning movements.

Application

Location:

- Intersections and midblock crossings.
- Can be applied on one or multiple intersection approaches.

Roadway Classification:

- Appropriate on local streets, collectors, and arterials.

Roadway Cross-Section:

- Applicable across a broad range of traffic volumes for one-way and two-way streets with curb-and-gutter sections.
- Compatible with bicycle facilities when designed appropriately.
- Can be used alongside and help protect on-street parking.

Typical Cost



Additional Resources:

https://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=5

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.16>

Roundabouts



Example of Single-Lane Roundabout at Murphy Lane and Spanish Trail Road in Grand County

Roundabouts replace traditional intersections with a circular layout where traffic flows counterclockwise around a central island. Roundabouts reduce vehicle speeds through geometric design and deflected vehicle paths.

Key Impacts

Motorists:

- Reduces the number of conflict points at an intersection.
- Helps reduce stop-and-go conditions at an intersection, supporting smooth traffic flow and community livability.
- Can be used to transition users from higher-speed to lower-speed, pedestrian-oriented environments.

Pedestrians:

- Shortens crossing distances and reduces pedestrian exposure to vehicle traffic.
- Lower vehicle speeds can improve pedestrian comfort and safety at crossing locations.

Bicyclists:

- Bicycle lanes are typically not striped through a roundabout.
- Design should accommodate through shared-use or separated facilities, as appropriate.

Emergency Vehicles:

- Can be appropriate on primary emergency response routes when designed to accommodate larger vehicle turning paths.

Application

Location:

- Intersections.

Roadway Classification:

- Appropriate at intersections of arterial and collector streets.
- Mini-roundabouts, or traffic circles, may be appropriate at intersections of lower-classification roadways.

Roadway Cross-Section:

- Can accommodate single-lane or multi-lane approaches.
- Applicable across a broad range of traffic volumes.
- Most commonly implemented in urban curb-and-gutter environments.

Typical Cost



Additional Resources:

<https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.9>

Pedestrian Refuge/Median Islands



Example of Pedestrian Refuge/Median Island at Kane Creek Boulevard in Moab

Pedestrian refuge islands are protected areas within a roadway median that allow pedestrians to cross one direction of traffic at a time. Pedestrian refuge and median islands introduce vertical features within the roadway that visually narrow the available travel way and increase enclosure to motorists while enhancing pedestrian visibility at crossing locations.

Key Impacts

Motorists:

- Encourages lower motorist speeds by introducing vertical features and narrowing of a roadway.

Pedestrians:

- Reduces pedestrian exposure to traffic by shortening crossing distances.
- Provides a protected refuge area for pedestrians crossing multi-lane roadways or long distances and allows pedestrians to focus on crossing one direction of traffic at a time.
- Can improve accessibility and comfort for people with mobility limitations.

Bicyclists:

- Should not encroach into or obstruct designated bicycle facilities. Design should maintain adequate space for bicycle movements.

Emergency Vehicles:

- Generally compatible with emergency access and response routes. Design should maintain adequate lane widths and vehicle maneuverability.

Application

Location:

- Intersections, midblock crossings, school crossings, trail crossings, and other locations with common pedestrian activity.

Roadway Classification:

- Appropriate on local streets, collectors, and arterials.

Roadway Cross-Section:

- Can be incorporated into existing raised medians or constructed as standalone refuge islands.
- Appropriate across a wide range of traffic and pedestrian volumes.
- Compatible with transit and emergency response routes.
- Particularly beneficial on roadways with higher pedestrian activity, designated crossings, near school zones, or where crossing opportunities may be limited.

Typical Cost



Additional Resources:

<https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>

Chicanes and Chokers



Example of Chicane on Center Street in Moab

Chicanes and chokers introduce horizontal deflection and roadway narrowing to reduce the speed at which drivers are comfortable traveling. These treatments create a constrained travel path and increase driver attention, encouraging lower vehicle speeds by requiring drivers to navigate horizontal shifts in the travel path. This can be accomplished using curb extensions, parking, landscaping, or striping on the roadway.

Key Impacts

Motorists:

- Encourages lower speeds through horizontal deflection and reduced roadway width.
- Adequate sight distance should be maintained throughout the feature.

Pedestrians:

- Shortens crossing distances and reduces pedestrian exposure to traffic when incorporated into crossings.
- May improve pedestrian visibility by narrowing the roadway.

Bicyclists:

- Design should maintain adequate operating space and visibility for bicyclists.

Emergency Vehicles:

- Can be compatible with emergency response routes where traffic volumes are low enough to allow emergency vehicles to utilize opposing lane space when necessary.
- Design should consider emergency vehicle dimensions and maneuvering requirements.

Application

Location:

- Midblock locations or along an entire block where additional speed reduction is desired.
- This application is particularly effective on long, straight roadway segments where speeding is common or of concern.

Roadway Classification:

- Local streets and low-volume collectors.

Roadway Cross-Section:

- Can be implemented on streets with urban (curb-and-gutter) or open-section cross-sections.

Typical Cost



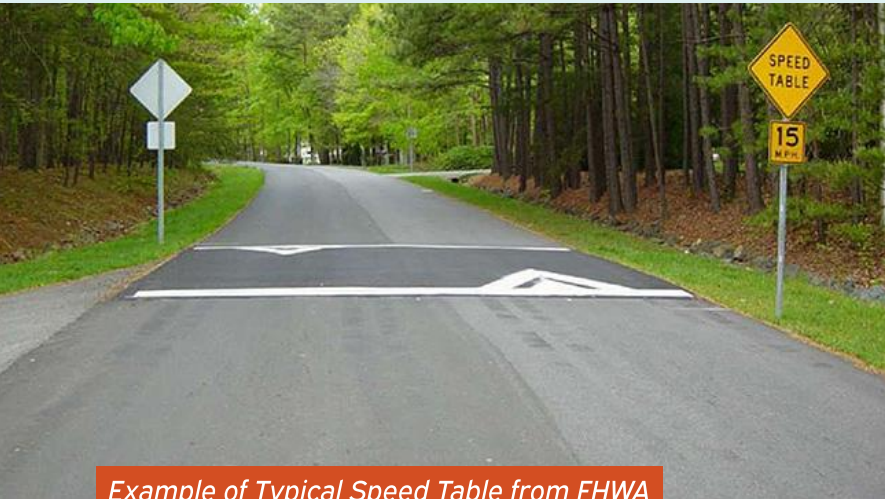
*Low if using striping only

Additional Resources:

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.5>



Speed Table



Example of Typical Speed Table from FHWA

Speed tables are raised sections of roadway with a flat top that slow vehicle speeds through vertical deflection. The extended flat surface allows vehicles to traverse the feature more comfortably than a speed hump, while still encouraging lower operating speeds.

Key Impacts

Motorists:

- Provides greater speed reduction than visual treatments alone, while allowing full traffic operations.
- Creates discomfort for drivers traveling above the intended design speed.
- Allows more comfortable operation than speed humps at lower speeds.

Pedestrians:

- May improve pedestrian visibility and crossing safety when paired with other crossing improvements.

Bicyclists:

- Generally compatible with bicycle facilities and can be traversed with minimal delay or discomfort when designed appropriately.

Emergency Vehicles:

- Generally not recommended on primary emergency response routes as it may increase vehicle discomfort and response time compared to non-vertical treatments.
- Speed cushions may be a more suitable alternative where emergency access is critical.

Environmental

- May increase localized noise from braking, acceleration, and vehicle suspension movement.

Application

Location:

- Midblock locations on roadway segments.
- Should not be installed on sharp horizontal curves.

Roadway Classification:

- Most appropriate on local streets and collectors.
- May be suitable on low-speed arterials in select applications.

Roadway Cross-Section:

- Commonly installed on streets with curb and gutter but may also be suitable on open-section roadways.

Typical Cost



Additional Resources:

https://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=36

Raised/Textured Crosswalks



Example of Textured Crosswalk at Center Street and US-191 in Moab

Raised crosswalks elevate a marked crossing above the roadway to improve pedestrian visibility and encourage lower vehicle speeds at crossing locations. Textured materials or pavement treatments may be used to further highlight the crossing and increase driver awareness. These countermeasures encourage lower travel speeds through vertical deflection and discomfort.

Key Impacts

Motorists:

- Creates driver discomfort at speeds above the intended design speed and improves driver awareness of crossing pedestrians.

Pedestrians:

- Enhances pedestrian safety by increasing yielding behavior while improving accessibility and comfort when constructed at sidewalk grade.

Bicyclists:

- Generally compatible with bicycle routes when designed with appropriate grades and transitions and can be traversed with minimal delay or discomfort.

Emergency Vehicles:

- Generally not recommended on primary emergency response routes as it may increase vehicle discomfort and response time compared to non-vertical treatments.

Environmental:

- May increase localized noise from braking, acceleration, and vehicle suspension movement.

Application

Location:

- Midblock crossings, intersections, school zones, trail crossings, and areas with significant pedestrian activity.

Roadway Classification:

- Local streets, collectors, and low-speed urban arterials.

Roadway Cross-Section:

- Commonly installed on streets with curb and gutter but may also be suitable on open-section roadways.
- Compatible with on-street parking.
- Can be used on roadways with moderate to high pedestrian activity and most appropriate on roadways with posted speeds of 30 mph or less.

Typical Cost



Additional Resources:

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.14>



Lane Repurposing (Road Diet)



Example of Lane Repurposing on Kane Creek Boulevard in Moab

Lane repurposing, or a road diet, reallocates space from travel lanes or unused portions of a street and converts it to usable facilities such as bicycle lanes, sidewalks, shared-use paths, landscaping, amenities, or parking. The most common Road Diet converts a four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane. This treatment helps reduce the speed differential among users and may support lower operating speeds by reducing excess roadway width and narrowing by narrowing the perceived operating space.

Key Impacts

Motorists:

- Reduces the number of conflict points.
- Encourages lower speeds and introduces side friction for a motorist.
- May impact capacity and delay on higher-volume roadways.

Pedestrians:

- Provides opportunities to reallocate unused space for pedestrian facilities (sidewalks, refuge islands, or buffer areas).
- Improves comfort and safety of pedestrians by encouraging lower vehicle speeds.

Bicyclists:

- Provides opportunities to reallocate unused space for bicycle facilities.
- Reduces the severity of bicycle-vehicle conflicts by encouraging lower operating speeds.
- May improve rider comfort on corridors without dedicated bicycle facilities.

Application

Location:

- Roadway segments and corridors.
- Commercial main streets, urban arterials, collectors, downtown corridors, and community streets where pedestrian and bicycle activity is present.

Roadway Classification:

- Appropriate on streets where roadway width exceeds operational needs.

Roadway Cross-Section:

- Most commonly converts a four-lane undivided roadway to a three-lane cross-section with a center two-way left-turn lane.
- Can also be implemented through lane narrowing to create space for multimodal facilities without reducing the number of lanes.

Typical Cost



Additional Resources:

<https://nacto.org/wp-content/uploads/FHWA-Proven-Safety-Countermeasures-Road-Diets.pdf>

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-3#3.20>

On-Street Parking



Example of On-Street Parking Lane in Moab

Designated parking spaces adjacent to a travel lane can help reduce vehicle speeds by narrowing the perceived roadway width and increasing side friction of the roadway, encouraging drivers to travel at lower speeds and be more attentive. On-street parking also supports access to adjacent land uses and can contribute to a more multimodal oriented street environment.

Key Impacts

Motorists:

- Supports a context-sensitive street design that promotes safer operating speeds.
- Drivers may experience minor delays when entering or exiting parking spaces.

Pedestrians:

- Introduces additional conflict points between parking and traveling vehicles and multimodal users.
- Creates a buffer between pedestrians and vehicle traffic where sidewalks are present.
- Can reduce crossing distances when paired with curb extensions.
- Parked vehicles may limit visibility at intersections, driveways, and crosswalks if not properly managed.

Bicyclists:

- Provides opportunities to reallocate unused space for bicycle facilities.
- May improve rider comfort on corridors without dedicated bicycle facilities.

Emergency Vehicle:

- Can be compatible with emergency routes when sufficient travel lane width is maintained.
- Excessive parking occupancy on narrow streets may limit maneuvering and access.

Application

Location:

- Downtown streets, commercial corridors, mixed-use districts, main streets, and neighborhood activity centers.

Roadway Classification:

- Local streets, collectors, and lower-speed arterials.

Roadway Cross-Section:

- Most effective on roadways with excess pavement width or wide travel lanes.
- Can be implemented on one or both sides of the roadway.
- Often combined with road diets, bicycle facilities, curb extensions, and streetscape improvements.

Typical Cost



*Low if using striping only

Additional Resources:

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-3#3.19>

Speed Feedback Signs



Example of Speed Feedback Sign on 400 East in Moab

Interactive signs that provide real-time feedback and display a vehicle's current speed to remind the driver to slow down and obey the posted speed limit. This countermeasure is most effective when combined with other speed management strategies.

Key Impacts

Motorists:

- Provides immediate and non-punitive feedback to drivers.
- May reduce operating speeds without requiring significant roadway modifications.
- Effectiveness may diminish over time if drivers become accustomed to the sign location.
- Can increase driver awareness of posted speed limits and speed-related safety concerns.

Pedestrians:

- Improved pedestrian comfort.
- Useful near schools, parks, trail crossings, and other high pedestrian activity areas.

Bicyclists:

- Improved bicyclist comfort.
- Useful near schools, parks, trail crossings, and other high pedestrian activity areas.

Application

Location:

- Appropriate in most settings.
- Useful for school zones, neighborhood entrances, collector streets, and roadways with known speeding concerns, and areas with high pedestrian or bicycle activity.

Roadway Classification:

- Local streets, collectors, and arterials.
- Particularly useful where geometric or infrastructure type traffic calming measures may not be feasible.

Roadway Cross-Section:

- Applicable to most roadways.
- Often used on corridors with wide travel lanes or long tangent segments that encourage higher speeds.

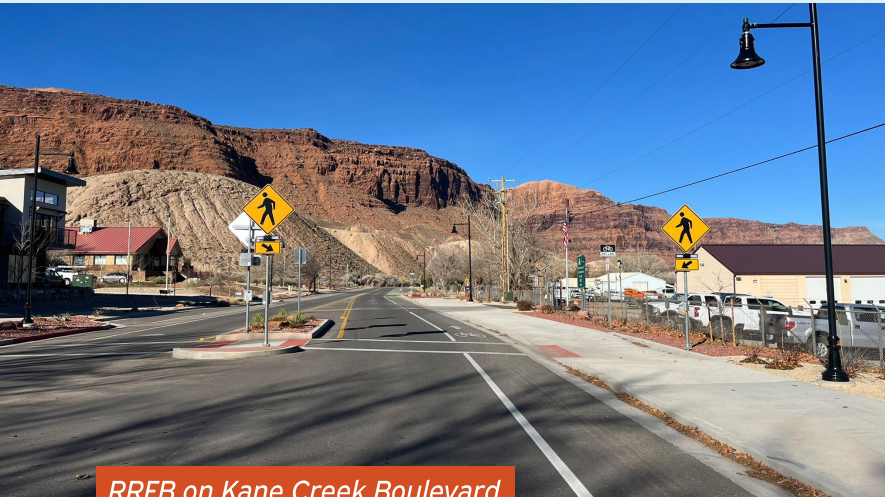
Typical Cost



Additional Resources:

<https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/other-strategies-0>

Rectangular Rapid Flashing Beacon (RRFB)



RRFB on Kane Creek Boulevard

RRFBs are pedestrian-activated flashing beacons installed at marked crosswalks to increase driver awareness of pedestrian crossing activity. While RRFBs do not physically reduce vehicle speeds, they can encourage drivers to reduce speeds and improve yielding behavior at crossing locations by increasing crossing conspicuity.

Key Impacts

Motorists:

- Provides a clear visual indication that a pedestrian is present or intends to cross.
- Encourages lower approach speeds and increased yielding behavior at crossings.
- May increase noise from braking and acceleration.

Pedestrians:

- Improves crossing pedestrian visibility.
- May increase driver's compliance for yielding at uncontrolled crossings.

Bicyclists:

- Can improve driver awareness of bicyclists using shared crossings or multi-use trail crossings.
- Generally compatible with on-street and off-street bicycle facilities.

Environmental:

- May increase noise from braking and acceleration.

Application

Location:

- Midblock crossings, school crossings, trail crossings, transit stop crossings, and intersections with pedestrian activity.

Functional Classification:

- Applicable on local streets, collectors, and arterials.

Street cross-section:

- Appropriate on both two-lane and multi-lane roadways.
- Often used in conjunction with median islands, curb extensions, and high-visibility crosswalks.

Typical Cost



Additional Resources:

<https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

Non-Infrastructure Countermeasures



The following non-infrastructure countermeasures may contribute to speed management in Moab. These countermeasures are most effective when combined with infrastructure improvements.

Enforcement



- Increase high visibility enforcement to help reduce speeding behaviors.
- Enhance school speed zones with additional safety information such as enhanced crossings, flashing warning lights, or updated signage.
- Partner with engineering to identify locations where speeding related crashes occur for targeted efforts.
- Partner with City Engineering staff to identify locations where speeding-related crashes, high speeds, or noise concerns indicate a need for more targeted enforcement and treatments.

Education



- Develop education and outreach materials or campaigns that explain the relationship between speed, safety, community livability, and traffic noise.
- Coordinate messaging with local businesses, visitor-facing organizations, and recreation users to encourage slower, quieter, and respectful travel through residential areas.

Policy



- Develop a traffic calming policy to evaluate roadway segments for the purpose of setting appropriate speed limits and identifying appropriate speed management treatments, considering safety, speed, multimodal users, context, and noise.
- Create an online portal that allows residents to report speeding or noise concerns and helps the City Council and staff prioritize locations for further evaluation or project funding.
- Integrate speed management into goals and strategies in comprehensive plans, transportation plans, and capital improvement programs.

In locations where traffic noise is a primary concern, the City should prioritize strategies that reduce speeds and sudden acceleration or braking. Treatments that rely on vertical deflection, such as speed tables and raised crossings, should be evaluated carefully because they may reduce speeds but can also create increased localized noise from braking, acceleration, and suspension movement. In these areas, other speed management treatments such as horizontal deflections, roadway narrowing, speed feedback signs, enforcement, and education may be more appropriate initial strategies.

10.04.090 Prima facie speed limit.

- A. *Definitions.* For purposes of this section, “street-legal all-terrain vehicle” means an all-terrain vehicle authorized under Utah law to operate on public streets and highways. “Street-legal vehicle” means a vehicle authorized under State law to operate on public streets and highways.
- B. *Posted Speed Limits.* When appropriate traffic control or regulatory signs giving notice of speed limits are posted, the prima facie maximum speed limits designated upon such signs shall apply to the streets or portions of streets so posted. Unless otherwise expressly provided by applicable State law or City ordinance, posted speed limits within the City apply to street-legal vehicles, including street-legal all-terrain vehicles authorized under State law to operate on public streets.
- C. *Default Speed Limit.* In the absence of any speed limit sign designating a speed limit applicable thereto, the prima facie speed limit shall be twenty miles per hour.
- D. *Vehicles Authorized on Public Streets.* Only street-legal vehicles, including street-legal all-terrain vehicles authorized under State law, may be operated on public streets and highways within the City. Except as otherwise expressly authorized by applicable State law or City ordinance, it is unlawful to operate any off-highway vehicle, golf cart, or other vehicle that is not authorized for operation on public streets or highways within the City.
- E. *Establishment of Posted Speed Limits.* When requested by the City Council or City Manager, the City Engineer shall evaluate one or more City streets or portions of streets and prepare recommended speed limits for street-legal vehicles, including street-legal all-terrain vehicles authorized under State law to operate on public streets. In preparing such recommendations, the City Engineer shall consider applicable legal requirements, traffic engineering and safety considerations, and any other factors the City Engineer determines relevant, including but not limited to:
1. Noise, including noise impacts;
 2. Volume of traffic;
 3. Heavy use by street-legal all-terrain vehicles;
 4. Heavy pedestrian use;
 5. Dispersed parking;
 6. Bicycle traffic; and
 7. Such other considerations the City Engineer believes are necessary to protect the public health, welfare, and safety.
- F. *Review and Approval of Recommended Speed Limits.* The City Engineer shall provide the recommended speed limits developed under subsection [\(E\)](#) of this section to the City Manager to review. After receiving the City

Engineer's recommended speed limits, and making any modifications the City Manager deems necessary, the City Manager shall present the recommended speed limits to the City Council to review. The City Council may approve, reject, or modify the recommended speed limit the City Manager presents to the City Council at a duly noticed public meeting of the Council.

G. *Effective Date of Posted Speed Limits.* Any speed limit established under this section shall become effective and final when appropriate traffic control or regulatory signs giving notice of the speed limit are posted. (Ord. 26-12 § 1 (Exh. A), 2026)

The Moab Municipal Code is current through Ordinance 26-15, passed July 28, 2026.

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](http://moabcity.org)

[City Telephone: \(435\) 259-5121](tel:(435)259-5121)

[Hosted by ICC Code Solutions.](#)

217 E. Center Street
Moab, Utah 84532-2534
Phone: 435-259-4941



Mark Jolissaint
City Engineer

Dear City Council,

The City Manager has proposed lowering speed limits on 100 West and Mill Creek Drive from the existing limit of 25 MPH down to 20 MPH. MMC 10.04.090 E requires that the City Engineer consider several factors when making recommendations for speed limits, including but not limited to:

1. Noise, including noise impacts;
2. Volume of traffic;
3. Heavy use by street-legal all-terrain vehicles;
4. Heavy pedestrian use;
5. Dispersed parking;
6. Bicycle traffic; and
7. Such other considerations the City Engineer believes are necessary to protect the public health, welfare, and safety.

In my judgement, 20 MPH represents the lower end of an appropriate speed limit for these streets, and will likely have an acceptably minor impact on traffic capacity, while generally providing a safer environment for pedestrians and cyclists. Therefore, I recommend proceeding with this speed limit change.

In order to increase compliance with a lowered speed limit, we will continue to consider design elements that have positive effects on speed, such as traffic calming treatments in our roadway projects.

Respectfully submitted,



Mark Jolissaint PE

September 22, 2026

Senator John Curtis
SH-502 Hart Senate Office Building
Washington, DC 20510

Honorable Senator John Curtis,

The City of Moab understands that there are discussions underway on continued state and federal funding for the Grand County – Arches National Park Pilot Visitor Transit System (Arches Shuttle). The Moab City Council recognizes the ongoing efforts to address in-park visitor management challenges associated with visitation to Arches National Park through the Arches Shuttle service. The city also recognizes that the existing Moab Area Transit Service (MAT) plays a significant role in serving our citizens, employees, and visitors, particularly within the downtown core.

The city understands that an expanded transit service may provide benefits by reducing congestion and improving transportation options. At the same time, new regional transit initiatives must be considered alongside existing local services and the significant investments already made by the City of Moab.

Operating since 2022, MAT is the City's fare-free transit system, providing fixed-route and on-demand transportation in the Moab area. With support from Utah Department of Transportation (UDOT) and Grand County, the city has invested significant resources in MAT's infrastructure and operations. Maintaining the reliability and long-term sustainability of MAT is a critical priority for the city.

As the Arches Shuttle pilot develops, the city encourages Grand County, the State of Utah, the National Park Service, and other state and federal partners to consider MAT and the Arches Shuttle as components of a broader regional transportation system. Any regional approach should build upon MAT's existing infrastructure, expertise, and public investment while clearly identifying sustainable funding, governance, and operating responsibilities.

This is particularly important as MAT's UDOT recreation hotspot funding will expire at the end of 2027, requiring the city to provide a \$600,000+ annual subsidy simply to maintain existing service. The funding expiration is on a similar timeline as the Arches Shuttle pilot. The city believes that development of new regional transit services should complement, not diminish or financially compromise the existing MAT system.

The city encourages state and federal partners to consider the transportation needs of Moab City and Grand County together and to support sustainable funding for both existing and future transit services. A coordinated approach should maximize existing public investment, preserve the services residents and visitors already rely upon, and provide a clear and sustainable framework for future regional transit.

Thank you for your ongoing support of the Moab Community.

Respectfully Submitted,

Joette Langianese
Mayor, City of Moab

Cc: Jessica Brown, Acting Director National Park Service
Kevin Lilly, Assistant DOI Secretary of Fish and Wildlife
Lena Pace, NPS Superintendent Southeast Utah Group
Utah Senator Mike Lee
Utah Representative Celeste Maloy
Carlos Bracerias, Utah Department of Transportation
Redge Johnson, Utah Office of Public Lands
Utah Governor Spencer Cox
Grand County Commission