



NOVEMBER 10, 2020
PRE-COUNCIL WORKSHOP - 6:00 P.M.
REGULAR CITY COUNCIL MEETING 7:00 P.M.

Consistent with provisions of the Utah Open and Public Meetings Act, Utah Code Ann. § 54-2-207(4), the Moab City Council Chair has issued written determinations supporting the decision to convene electronic meetings of the Council without a physical anchor location. Due to the health and safety risks related to the ongoing COVID-19 pandemic and considering public health orders limiting in-person gatherings, the Moab City Council will continue to hold meetings by electronic means. The public is invited and encouraged to view and participate in the Council's electronic meetings by viewing the City's YouTube channel: <https://www.youtube.com/channel/UCI00z0Zgdmz4y1FoI0I7CJA>.

1. Pre-Council Workshop - 6:00 pm

1.1. Update on UDOT Regional Transportation Plan

The UDOT Regional Transportation Plan is approximately 60% completed. The workshop will be presented by UDOT's consultant Project Manager John Nepstad of Fehr & Peers. He will present on efforts to date and it will be an opportunity for Council to provide input regarding the Plan.

Moab & Spanish Valley Regional Transportation Plan: <http://www.moabspanishvalleyrtp.org/>

Community Survey link: <https://www.surveymonkey.com/r/c8cwf59>

Documents:

[workshop to discuss the udot regional transportation plan agenda summary.pdf](#)

2. Regular City Council Meeting - 7:00 p.m.

2.1. Call to Order and Roll Call Attendance

3. Citizens to Be Heard

We are receiving public comments by phone and online through Zoom. Citizens are limited to three (3) minutes for comments. Dial: 669-900-9128 Meeting ID: 861 8339 5991 Passcode (if needed): 548514

Link: <https://us02web.zoom.us/j/86183395991?pwd=tgdubdrn3zqunborendndbqwg0qt09>

Please note that when joining the meeting, you will be placed in

a waiting room and will be added to the meeting by the moderator. Your comments will be recorded and on YouTube.

To have your written comments considered for the Citizens to Be Heard portion of the electronic meeting, please fill out the form found here: <http://bit.ly/publiccommentform>

You must submit your comments by 7:00 pm on November 10, 2020. Please limit your comments to 400 words.

4. Administrative Reports

4.1. COVID-19 Updates

4.2. Finance Department Update

4.3. Public Works Department Update

4.4. Engineering Department Update

5. Mayor and Council Reports

6. Presentation

6.1. CARES Act Funding

7. Approval of Minutes

7.1. Minutes: October 13, 2020, Regular Meeting

Documents:

[min-cc-2020-10-13 draft.pdf](#)

7.2. Minutes: October 20, 2020, Special Joint Grand County Commission/City Council Meeting

Documents:

[min-cc-2020-10-20 draft.pdf](#)

7.3. Minutes: October 27, 2020, Regular Meeting

Documents:

[min-cc-2020-10-27 draft.pdf](#)

7.4. Minutes: October 30, 2020, Special Moab City Council/Grand County Commission/Arches Hotspot Region Coordinating Committee Meeting

Documents:

[min-cc-2020-10-30 draft.pdf](#)

7.5. Minutes: November 4, 2020, Special Meeting

Documents:

[min-cc-2020-11-04 draft.pdf](#)

8. Old Business

8.1. Walnut Lane IFB Award
Briefing and possible action

Documents:

walnut lane est schedule.pdf
walnut lane pro forma - pad_11-4-20_2.pdf
2020 11 02 walnut lane site plan phasing a.pdf
as - walnut lane ifb award - 11-10-20.pdf
ifb scoring sheet - total.pdf
final bid_indiedwell.pdf

8.2. Proposed Resolution 44-2020: A Resolution Regarding the City of Moab's Commitment to Funding Years Four and Five of a "Recreational Hotspot" Transit Shuttle Pilot Program
Briefing and possible action

Documents:

transit funding resolution agenda summary.pdf
resolution 44.2020 committing funding for transit pilot.pdf

9. Approval of Bills Against the City of Moab

10. Executive (Closed) Session

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

10.2. Discussion of the Character, Professional Competence, or Physical or Mental Health of an Individual or Individuals

11. 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 Council Agenda Item
Meeting Date: November 10, 2020

Title: Workshop to Discuss UDOT Regional Transportation Plan

Disposition: Discussion and possible action

Staff Presenter: Chuck Williams, City Engineer

Attachment(s): None

Recommended Motion: None

Background/Summary:

The UDOT Regional Transportation Plan is approximately 60% complete. The workshop will be presented by UDOT's consultant project manager, Jon Nepstad of Fehr & Peers. He will present on efforts to date and it will be an opportunity for the City Council to provide input regarding the Plan.

MOAB CITY COUNCIL MINUTES
REGULAR MEETING
October 13, 2020

The Moab City Council held its Regular Meeting on the above date. Consistent with provisions of the Utah Open and Public Meetings Act, Utah Code Ann. § 54-2-207(4), the Moab City Council Chair has issued written determinations supporting the decision to convene electronic meetings of the Council without a physical anchor location. Due to the health and safety risks related to the ongoing COVID-19 pandemic and considering public health orders limiting in-person gatherings, the Moab City Council will continue to hold meetings by electronic means. An audio recording of the meeting is archived at <http://www.utah.gov/pmn/index.html>. A video recording is archived at <https://www.youtube.com/watch?v=AAcRrkJp4BQ&t=2852s>.

PRE-COUNCIL WORKSHOP 6:00 P.M.

Mayor Emily Niehaus called the Workshop to order at 6:02 p.m. Participating remotely were Councilmembers Rani Derasary, Mike Duncan, Karen Guzman-Newton, Tawny Knuteson-Boyd, and Kalen Jones. City staff participating remotely were City Manager Joel Linares, Assistant City Manager Carly Castle, City Attorney Laurie Simonson, Senior Projects Manager Kaitlin Myers, and City Recorder Sommar Johnson. Jenna Whetzel from the Housing Authority of Southeastern Utah joined the meeting at 6:02 p.m. to present the Moab Area Housing Overview & MAHTF Recommendations. Assistant Planner Cory Shurtleff and Courtney G. Flint, Natural Resource and Community Sociologist at Utah State University joined the meeting at 6:30 p.m. to present the Wellbeing Survey Project.

Joint City Council/Grand County Council Workshop Presentation
Moab Area Housing Overview & MAHTF Recommendations - Presentation

Jenna Whetzel with the Housing Authority of Southeastern Utah and Senior Projects Manager Kaitlin Myers made a presentation to the City Council about goals and recommendations for affordable housing. [0:06](#)

Presentation on the participation of Moab and Grand County in the Utah Wellbeing Survey Project, by Dr. Courtney G. Flint, Natural Resource and Community Sociologist at Utah State University – Presentation

Courtney Flint with Utah State University and Assistant Planner Cory Shurtleff made a presentation to the City Council about the Wellbeing Survey Project. [29:29](#)

REGULAR CITY COUNCIL MEETING 7:00 P.M.

Regular Meeting—Call to Order and Attendance: Mayor Niehaus called the Regular City Council Meeting to order at 7:00 p.m. Participating remotely were Councilmembers Karen Guzman-Newton, Tawny Knuteson-Boyd, Rani Derasary, Mike Duncan, and Kalen Jones. City staff participating remotely were City Manager Joel Linares, Assistant City Manager Carly Castle, City Attorney Laurie Simonson, and City Recorder Sommar Johnson. Senior Projects Manager Kaitlin Myer joined the meeting at p.m. Police Chief Bret Edge joined the meeting at p.m. Planning Director Nora Shepard and Assistant Planner Cory Shurtleff joined the meeting at 10:23 p.m.

Citizens to be Heard:

Brett Stewart with Utah OHV advocates said he did not have a comment but requested to listen in on the meeting due to limited internet service. [9:53](#)

Jess O’Leary stated she wrote a letter regarding OHV noise and wanted to focus her attention on

OHV safety. She stated House Bill 82, passed in 2017, requires an OHV to have a windshield or for occupants to wear eye protection and those can be enforced. She said she saw an OHV with a dad and toddler without a windshield and eye protection and those safety issues should be strictly enforced. [11:00](#)

Margie/Grandma stated she sent in comments and said her comments were related to the OHV noise. She said she lives on 100 South and the noise is outrageous and asked if there was really a chance that something will be done because many of her neighbors have complained. She said many of her neighbors have been complaining and hopes the council will do something to help them all. [14:26](#)

Dave Hellman stated he owns one of the tour companies in town and wanted to speak about noise and curfew. He believed implementing a curfew would be difficult because it was somewhat of profiling by putting a curfew on certain vehicles and not others. He also spoke about aftermarket exhausts and said he owns multiple side-by-sides and none of them have aftermarket exhausts because of the noise. He believed the main focus should be on law enforcement noting that every muffler has a DOT-approved muffler number and street legal OHV's should have the number and meet the decibel requirements. He said enforcement should be focused on illegal exhaust systems because they are what cause a lot of the noise. [17:52](#)

Trish Hawkins, Lori Taylor, Dal Taylor, Eve Tallman, Shane (last name not identified), and Jaylyn Hawks joined during Citizens to be Heard but did not comment and opted to watch the YouTube stream.

Allison VonLonkhuyzen - I think Moab should opt out of the state that allows OHV's on residential roads. We should NOT allow OHV's on our residential roads. The noise is excessive and maddening. If this can't happen OHV's should be required to have mufflers. Companies would have to COMPLY and law-enforcement would have to ENFORCE.

Sheri Simmons - The noise from OHV and other trucks and cars with excessively loud mufflers is extremely disruptive to our community. Please enforce a noise limit. It is unacceptable to allow rental companies to rent OHV without mufflers to drive thru town and it is unacceptable to let them disturb our backcountry as well.

Sallie Hodges - I see the noise from UTV's in Moab as a mental health issue. <https://www.brainfacts.org/thinking-sensing-and-behaving/diet-and-lifestyle/2018/noise-pollution-isnt-just-annoying-its-bad-for-your-health-062718>

Robin Straub - My husband and I are VERY overwhelmed and STRESSED OUT every day with utv/atv traffic noise on 100 N and 400 E and would like better silencing mufflers required of these vehicles, NO utvs allowed through our residential neighborhoods and fewer utv rental businesses in town. It is our opinion that the sheer number and noise pollution produced by atvs is ruining our ability to enjoy a peaceful life here in Moab. We believe the noise ordinance is being constantly violated because these machines have to run at high rpms constantly. Atvs are not designed to drive through cities and could be trailered to all trail heads. Since Salt Lake City does not allow atv/utv traffic through their neighborhoods it seems to us Moab has the right to require the same. Noise pollution from atvs has definitely made our life here in our home and back yard a nightmare and unlivable if new noise pollution rules and regulations are not quickly put in place. Also, we feel Rally on the Rocks is contributing to the already severe noise pollution and their permit should NOT be renewed! Thank you for your attention to this very serious problem, Robin Straub Phil Wagner.

Stefanie Biron - I hope the city considers how limiting noise pollution in regards to OHV will continue to benefit lives and well being of residents. My hope is that less emphasis is brought on expanding this tourist user group and more effort is put into actually improving quality of life for individuals living here.

Bill Groff - Some suggestions to ponder. Trailer UTV's to trailheads. No more new utv rental or tour businesses. All utv rental & tour business must have quiet mufflers installed. More enforcement, such as more police officers & Sherif Deputy's. Speed & noise traps on the most active roads. Ban all UTV's in Grand County. Make fines for unlicensed UTV's extremely expensive. I realize some are almost impossible, but.....Sorry these are random, but ideas for you to ponder. Thank you

Bruce Condie - I live just outside the Moab city limits on Murphy Lane. For years I have been assaulted by the incredible noise coming from ATV's and UTV's. Each year the din has become noticeably worse. I am strongly in favor of strict enforcement of existing vehicle regulations relating to noise, speed limits, vehicle registration, vehicle insurance, and inspections. It seems to me that revenues for more law enforcement could easily be generated by issuing citations to violators. Businesses in town should not be allowed to rent machines that violate noise rules or other ordinances. I am **STRONGLY OPPOSED** to designating routes through town. Defacto routes already exist on the main roads and the residents living near them are already suffering from the racket. To designate these routes would only make things worse. In my opinion, Moab should break from state law and require trailering these machines to trailheads, just like every civilized city in the world requires. Thank you for considering my comments.

Tom - The noise and air pollution of these UTVs is intolerable, and is unacceptable in a time of drastic and escalating climate change. The noise pollution both in town and out on our fragile landscapes is annoying to humans, and detrimental to the habitat for the wildlife in the region. The carbon dioxide emissions from these UTVs is contributing needlessly to climate change. We should not be burning fuel for recreation. The damage to cryptobiotic soils is uncontainable. Ban these useless nuisances from our town, from public roads, from our wilderness, and from our lives. The only acceptable use for UTVs should be for legitimate ranching and farming activities, where vehicles of this nature are needed for operations.

Kaki Hunter - I encourage and applaud the City Council for taking action with the excessive noise from OHVs on public streets. I support all the tactics listed on the agenda with an emphasis on self regulating the use of OHVs within City limits. I think we need to tackle this issue from all angles to make it known that Moab residents deserve to maintain their quality of life as well as support the many visitors that come here. **MAKE MOAB QUIET** needs to be a campaign slogan that the Travel Council urgently supports. Unregulated sound pollution caused by one special interest group is a demonstration of favoritism at the expense and welfare of the rest of the community. **OHVs DISTURB THE PEACE / GET THEM OFF OUR PUBLIC STREETS!** The State Legislature outlawed smoking in public places to protect the health of its citizens. Noise pollution needs to be treated with as much concern for public health. Noise pollution degrades the quality of life and lowers property values. The State Legislature has turned our public streets and neighborhoods into highways for commercial exploitation for one special interest group. **OFF ROAD VEHICLES should be BANNED from PUBLIC STREETS.** Just as smoking has been banned from public spaces. Require all UTVs / ORVs / Side x Sides / personal 4x4 ATVs be electric by 2022. No exceptions.

Sarah Topp - I live on Murphy Lane, just outside the city limits. Excessive noise has been

PROVEN to cause health problems, so this issue goes beyond mere annoyance. I am strongly in favor of strict enforcement of existing vehicle regulations relating to noise, speed limits, and vehicle compliance. It isn't just UTV's, there are incredibly noisy pickup trucks roaring up and down the streets too. Noise ordinances and speed limits are in place and need to be enforced. Suggesting that people obey the law is not good enough. Revenues for more law enforcement could be generated by issuing citations to violators. I don't think we're in any danger of losing tourists if we start enforcing the laws. Businesses in town should not be allowed to rent machines that violate noise rules, and should only be allowed to rent machines that are muffled. I am opposed to allowing new UTV rental businesses unless they are renting muffled machines. I am very strongly opposed to designating routes through town. This will only make it unbearable for those living along designated routes and it won't lessen the background roar that you can hear from miles away. In my opinion, Moab should break from state law and require trailering these machines to trailheads, just like they used to do. This should be top priority for our mayor and city council to address the state. Our town is becoming a motorized free-for-all, and this is unacceptable to those of us who live here. Also, if the city has the power to regulate what type of businesses operate here, you need to pull the plug on the flying motorized parachutes. It's bad enough we have noisy streets, but to have them flying low over people's back yards is atrocious. Thank you for considering my comments.

Bobbie Day - I'm respectfully asking that GC stop all commercials from the travel council regarding a destination for ORV and or any other obnoxious vehicle use. We are over ran, and fed up. How much more do you think we can take? There are no noise enforcement whatsoever. Ppl camp wherever they want. Something needs to be done before it's too late.

Barbara Zinn - The UTV noise in Moab is intolerable. As a long-time resident, I am angry that I cannot sit on my porch or in my backyard without being continually blasted by roars and squeals. Although I installed expensive windows that have always blocked most sounds, these days the UTV noise penetrates these. Even inside my home I am now bombarded by this racket. I support all five of the proposed options, but additionally, and I believe most importantly, the Travel Council needs to stop promoting Moab as a motorized destination. We have always had lots of visitors who come for our peace and quiet. I have spoken to many people who say they have stopped visiting Moab because it is overrun by unbearably loud motorized recreationists. Please make strong noise ordinances, institute metering, and do not permit large OHV events or issue business licenses to OHV rental businesses. We need to show the Utah legislature that we have done our local due diligence in addressing the noise issue, to encourage them to change their laws.

Carol Mayer - I think we know how hard it is to put the "genie" of OHV Tourism back in the bottle once its giant bottle cap got unscrewed. So now that it has manifested into a gargantuan problem for residents that are not directly and financially benefiting from pre-dawn to pre-dawn OHV traffic noise in our rock-lined valley, what can we do to mitigate the horrible unintended consequences of the State allowing them to be everywhere in Moab and Grand County? You have several choices in front of you enabling the start to change the status-quo. But how about discussing the end result we are trying to achieve? We don't want to STOP tourism (I personally wish we could reduce it by at least 50% but since we are still building hotels and overnight rentals at a dizzying pace the effective date for that wish was 2018) but we want QUIETER tourism. I propose your item numbers 1 and 3 TO BEGIN with followed by a huge (maybe TRT funded) campaign that would make the END RESULT an ordinance that only electric engines on OHV's and muffled Dirt Bikes would be allowed to be driven on streets in town and in the county. Otherwise they must be trailered. Your Item #4 would then take care of itself, the genie doesn't get screwed and residents will maybe, hopefully, finally have some relief.

Serena Supplee - The noise in Moab is an intolerable high. The big groups of side by sides going down the street stifles life, & the thoughts in my head. They are even out at 2am now. If we can't get them off the streets can we make the groups smaller or give them a curfew for the streets of Moab, some kind of new boundary so we can have hours that are quieter?

Nissa Holleman - I am very happy to see you are discussing UTV's and noise in Moab. The noise is becoming too much for our town. It's making living in town unbearable and stressful. Though aside from the noise, UTV drivers are also seeming to be very disrespectful of traffic rules. It seems people driving UTV's think they can do whatever they want here because they're in their special little dune buggy. I would like to see tourism go back to hikers, mountain bikers, photographers, nature lovers and people with quieter interests. If we are going to have UTV's on the street, they need to be as quiet as an ordinary vehicle. The quality of our town is being ruined. I often think our town just looks trashy like we don't care about anything except money.

Janet Buckingham - I am writing to voice my concerns with what has happened to Moab in the past 5-10 years. None of it has been good. The noise, the traffic, the motels, the out of control tourism and finally the unbearable presence of UTVs has ruined Moab. I have lived here for 30 years. I raised my son here. It is not only home physically, but in my heart, yet every day I think about moving away because of what an unlivable place it has become. And it's not just those of us who moved here in the last few decades, it's "old Moab" too. In my husband's work, he talks with the old timers all the time, those born and raised in Moab, and they hate UTVs and everything they bring with them as well. The most pressing issue (although it's hard to separate them) is the noise. Grand County MUST STOP advertising Moab as the motorized adventure capitol of the world. The state should certainly stop advertising Moab as a "Covid Vacation" spot. Looking at the options you listed for discussion, I would say "almost all of the above." Instruct the PD to write more tickets (and make them hurt) which will generate more revenue so you can hire additional officers who can help control the mayhem. Fight the state! Go against state law and write an ordinance restricting UTVs from ALL of our roadways. Be the bold, extraordinary town we've always been known to be. Definitely put a moratorium in place on any new UTV rentals. There are enough! I do not like the option of designating a UTV route through town. That is simply going to push the problem into one area of town, which is unfair to residences and/or businesses on that route. You might as well declare that route a sacrifice zone or disaster zone because every business and home owner would move out! As far as new noise ordinances or decibel measurements, I feel like both of those would be a waste of time and resources, especially if they are not going to be enforced. I really encourage you to do whatever you can to reclaim Moab. I would support anything that would make UTV tourists feel unwelcome here. If they threaten to move their events and "fun pig" style recreation to St. George or Kanab, tell them bye, bye! Thank you for listening. Best of luck.

Josephine Kovash - Specific comments on Agenda Item 8.1, in addition to my letter already sent to the Council, addressing each possible option for mitigation of OHV noise. 1.) With noise metering, is it possible that the revenue from citations could pay for the expense of enforcement? This would be a good option if combined with others. 2.) I live on Locust Lane, and anyone like myself who lives on or adjacent to a main trailhead access point (Sand Flats and Kane Creek) would continue to suffer even with designated routes. You cannot get around the fact that these trails have to be accessed THROUGH residential neighborhoods. 3.) This would be good in combination with option #1, even if it would have to wait until next June to take effect. (Perhaps companies would begin earlier if option #1 was implemented speedily.) 4.) This needs to happen yesterday! But good in combination with options 1 & 3. 5.) Yes! In conclusion, all options minus option 2 should be done in tandem, with the hope of eventually achieving the

ability to locally opt out. And lastly, on the idea of a curfew, I strongly advocate that this is not just a nighttime issue. I am a stay at home parent and also there is a pandemic keeping many of us home more than usual, and we deserve to have this mitigated during ALL hours of the day for our health, sanity, and that of our children as well. Thank you.

Mary Weingarden - I have been a resident here for thirty years. This is not the Moab I fell in love with and moved to. I'm weighing in about the incessant noise which is decaying our quality of life. The silverlining to this Springs pandemic shutdown was the reminder of what a noise free Spring in Moab is like. It was lovely! I could hear the birds singing. What we have here is bordering on unhealthy. I just read an article on how continuous noise negatively affects children's learning. This is science. Please help draft policy to address this continuous incessant noise. It is not good for any living beings. Also, I live on a dead end street. This year there has been a constant parade of big rigs with toy hauler trailers coming down to the end and trying to turn around, some end up backing up past five residents to turn around. This is after passing three signs stating there's no through street and big trailers are not recommend. I love the Moab I moved to, not what it's devolved to now in 2020. Please help us restore some quality to our lives. Thank you MaryW

Kiley Miller - My friends who have lived here some for decades are moving away. They can no longer deal with what Moab has become, so loud from utvs and so overrun with tourists. We can't escape the roar of motors in our home because it comes through the walls, we can't find a parking spot at our small neighborhood market or post office because the tourists have taken them all. We can't get away from the roar of motors in the backcountry because there's thousands of utvs out there. It takes twice as long to get home on 191 because utvs and tourists are holding all the traffic up. The list goes on and on. I feel so sad for the residents of this region I feel so sad for the land and wildlife because we're all being terrorized by the astronomical increase of utvs as well as tourists. I lost my mind a few weeks ago when Area Bfe had a utv racing event, I did literally lose my shit. I started screaming the roar of engines all day and through the nite for 3 days. Then I go to town and get triggered because there they are in our neighborhoods roaring around. It's wrong it's got to stop. Sue the state, start enforcing noise ordinances, we need to have a reputation like Wellington. You don't speed through Wellington or Richfield. Get the utvs off the street, ban any new proposed utv rental businesses. Our home our community our beautiful backcountry is being destroyed. It's unacceptable. Time for drastic measures. Oh yeah and stop advertising us to the world. Just stop. Ban them on our streets, let's see what the state does. Our reps make excuse after excuse blaming us for being a tourist town and saying our local govt deal with it. Ok then we take matters into our own hands and we make the rules. At my wits end- Kiley Miller 23 year resident of this place

Sheila Strahan - The noise from traffic, particularly from off road vehicles and particularly on the weekends, has become seemingly out of control. I hear the noise from them very late at night (sometimes past 11pm), and very early in the morning (sometimes earlier than 6am). My house is 2 blocks off Kane Creek, but on weekends, I hear and see a constant parade of hundreds of side by sides that lasts for hours and hours: the sounds of their motors fills the entire neighborhood and is VERY loud. I am hoping that there is a way out community can help mitigate this as it is greatly decreasing the quality of life for myself and my neighbors. I have heard that some places require off road vehicles be trailered to the trails instead of driving through town. Perhaps this is something we can do? Or maybe come up with an arrangement where local companies that rent them out can park them at the most popular trailheads, refueling them and re-renting them there, so that they aren't constantly being driven through town. Any change would be helpful to cutting out the crazy amount of noise that is plaguing our town. Thank you.

Leann - When you see pictures of famous Moab in calendars do you envision hearing the horrific noise that goes with it? It's terrible and constant nowadays, constant. When I push my children in the stroller along the sidewalk we stop conversations so many times to wait for them to pass, when we do the pledge of allegiance at my children's school and it's interrupted by the parade of atv noise it's saddening. Leaving Chicago to come here for the calm nature slower life to raise a family was what we desired but what's quieter...the hustle bustle Big city noise, or the constant roaring of ATVs? I wonder. I really do. If it's not handled, we are leaving. The noise and crowd. Our favorite hikes are now like a busy city street. It's not an escape anymore, it's a crowded big city on rocks.

Spencer Finch - As a non-resident of Moab, I find it highly concerning that you are taking actions against the UTV community. As an owner of a recreational vehicle rental company myself, I understand the off road industry and the struggles that come with it. The benefits far outweigh the struggle. I would propose ways to invite more people to the community so it can thrive. I personally don't see what Moab can offer tourists besides the off road trails it has. I know many business owners that have left your community because of the depressing political structure that is crippling your town. They come to Southern Utah to escape the struggle of what Moab has become and we welcome them with open arms because we know the value they can add to our community. Fix the problem before everyone is talking about how crappy Moab has become. Because that's exactly what they are all saying. I heard that phrase countless times at the Tail Hero event last weekend. Fix it now and you'll be surprised at how forgiving the off road community can be.

Bud Bruening - As a resident of Utah and President to Utah's largest UTV group we understand the issue Moab is faced with. We want to help. UTV owners pay various taxes and fees to ensure their right to drive their street legal machine on the roads in Utah. The fees paid go towards maintenance and the building of these very roads. I would encourage Moab City and Council to work on solutions to address the noise problem that doesn't involve discriminating (via legislation) against an entire user group made up of more than 200,000 Utahns. Solutions I would strongly encourage be considered: Lower the speed limit for UTV's on residential roads. Lowering the speed drastically decreases the sound from a UTV. This would have a huge impact on the noise in town. Posting "preferred routes" in town and rerouting people through areas that are less dense. Encouraging specific routes after dark to mitigate noise in targeted areas. Our group at UTV Utah would be willing to pay for additional signage, education, etc, to help accomplish these goals for Moab residents. Let me say, as a UTV group we understand the issues the Moab residents are faced with and we'd like to help you solve them. Let's work on solutions that target the key issues and the key offenders first and fix that problem. What we don't support is all out ban or legislation that targets all UTV owners and strips away rights from law abiding citizens. Curfews and legislation prohibiting law abiding citizens and targeting a specific user group is bad public policy. If we can be of assistance please reach out. Thank you for your time.

Marsha Marshall - I have lived in Moab for 67 years. I have spent my life in four different locations and my husband and I worked hard to purchase our home. I have some serious concerns that the value of our home will be affected by the quality of life along our street due to noise and speeding. We need at least one more City Officer assigned to Moab. Looking at this past Spring and Summer, we can do better, and must. I have lived at my present 500 W. location for around 20 years and I would estimate at least half of the traffic the past popular weekends this season were speeding (if not more). I and other family have experienced not being able to get into the driveway without honking, bumper riding, and insults for driving the speed limit.

Please do not consider changing it because there are many more visitors, dog walkers, bikers, and law abiding vehicles, busses, ambulances, businesses, and children all just trying to contribute to the neighborhood. Please don't go for the "A few bad apples" Excuse me, but give them a damn ticket so we can get this under control. San Juan County must work together with Moab and Grand. Let's not blame, but tame this situation. The signs are flashing and posted. We are over crowded and need to clean this mess up, before some more people are run down or hurt. Sincerely, Marsha Marshall

Eric - When Hard working Moab locals can't get rest in their home during the incredibly loud rzzr noise season which is more and more constant, or get out of the driveway for 15 minutes due to so many rzzrs in a pack not obeying public safety regulations, it's gone to far. Take them off the roads, highway and Pavement, make a noise ordinance, because it's not going to get louder if not done NOW!

Chloe Hedden - I currently live on 100 South. I have lived in the area since 1979 when I was born here. I've seen this place in a lot of other incarnations. The current Moab is not a place I want to be. The UTVs roar past my home all day every day. They do not obey the speed limits or any norms of common decency. Revving their engines and generally behaving as if they own the place (often driving on the wrong side of the road for fun or speeding up if a pet or deer is crossing the road.) they make my blood boil and our town less wonderful. Silence is one of the great commodities we used to have. It's what brought many of us to live in this wild red desert. It's also what brings visitors from around the world: a chance to reconnect with some deep part of themselves in the silence of the canyon country. Our town has catered to the interests of a few and sold our town to the off-road crowd. I personally know many hikers and bikers who used to come here who don't anymore. The crowds and UTV noise are just too much. Not only in town but also out in the desert. I also know plenty of locals, good people who have dedicated their lives to this place, who are selling their properties and leaving because of what this place has become. Is this really the Moab we want? Run by Fun Pigs for Fun Pigs? (for those of you who remember that old sign up on I-70) Do these type of tourists really make our town and the surrounding desert so much better? Do we have to tolerate this? Or can we use our local authority to heavily regulate and perhaps outlaw them entirely? Please, I beg you, as a concerned citizen who loves this place, represent the people who elected you and get rid of these noisy monsters. Also take note of the new 'flying razors' that are noise polluting our skies recently and deal with that problem before it gets out of hand. Helicopters, low flying planes, jet boats and any other noise makers should also be heavily regulated. Thank you!

Gregory J Child - I reside in Castle Valley and own a home in Moab. UTV noise and recklessness and damage is out of control county-wide. I support city/county opt out of law permitting UTVs to drive around as if they are cars, on residential streets. I support slapping high user fees/taxes on UTV use.

Colin Heasman - Colin Heasman - "Excerpt of Post on FB - sorry no photo.." New Member of 'Make Moab Quiet Again' "...Mama' and I enjoying the 'peace & quiet' on our first hike together. She's from Underdog and her last pup was adopted this morning - I'm a recovering Brit and we are helping each other heal - no pun intended. The point is being able to pick your silence unlike down in Moab. I'm sure not so long ago, as it was in England - that at the very least there were a few hours on Sunday Morning for a chance at Serenity. I left New York State four months ago and have spent the last three in Moab, I left a plague of leafblowers emitting toxic fumes at obnoxious decibels and now reveled in the Silence of these Magnificent Magic Canyons that surround us here. However I can no longer ignore the 'noise pollution', it's everywhere - parades of atvs, trucks bellowing on the '191 Drag Strip' one way, 'Ninja 4cyl Turbo Warriors' the other

(where are the cops). As in NY the few can disturb the many (some are selfish - most oblivious). However in NY many municipalities passed ordinances that governed hours, areas of use and decibel levels. We had State Troopers testing and diverting 'modified' Harleys away from nesting areas. It can be done, the response here from politicians is predictable and pathetic - they obviously have drifted away from 'quality of life' concerns of the many. Make your voices heard above the din!

Liz Ballenger - Dear Council- I know you're getting a lot of email on this topic, so I'll keep this short if not sweet. PLEASE do everything you legally can to lower the noise from UTVs in our community. It's gotten noticeably worse this season, and with UTV rental businesses popping up like weeds in every vacant lot (it seems), it will keep getting worse. Please consider that this recreational user group affects our community like none other with their noise, emissions, degrading off-road trail conditions, increasing dust, and not to mention excessive use of fossil fuels while we're in the midst of a climate crisis. Is this really what we want Moab to be known for-- Motorhead Capitol, where even hotels hand out earplugs to their guests so they're not kept up at night by the UTV noise?? Although I would love to see UTV's completely OFF our city streets, I know that's probably not realistic at this point. Of the options I've heard so far to mitigate the noise issue, requiring mufflers for any UTVs driven in town makes the most sense. And if they don't have mufflers, they need to be trailered, just like they used to be. Thanks for listening, Liz Ballenger

Nancy Orr - Last Friday at 11am, an old friend stopped by on his way through town. We stood in my backyard to converse, but were constantly interrupted by UTVs going by on 400 North, making it impossible to hear while all passed (I counted 11 in one pack.) He commented that he is very glad to have moved away, to Texas, no less. That evening, I had a Zoom meeting where I had to keep the microphone muted to prevent other attendees from being punished by the noise. This was just a regular day in the life of a 400 North resident. I must take my phone calls and meetings in my bathroom or back garage in order to escape the noise. I must keep my windows closed on the front of my house to reduce (but not eliminate) the noise and fumes; no cross-ventilation possible any more. No longer is the noise confined to weekends, and it is not unusual for it to happen late at night. The 25 mph speed limit sign right at my property line must be invisible to most. In fairness, not all are obnoxious. Yesterday two side x sides quietly putted by at 15 mph. I wanted to chase them down and thank them - that feels backward and creepy. I moved to Utah in 1977 and was warned by many that Wellington was a speed trap. I doubt they've bothered with a speed trap there for decades, since their reputation is firmly established. Moab could achieve a similar reputation for noise ordinance enforcement. We are not going to suffer economically if the extremists boycott our town. There are plenty of well-behaved tourists who will spend their money here, especially if we are reputed to be quieter. It will also help with congestion, since there will be fewer gigantic trailers crammed with Razrs (I have seen two instances of double trailers, which makes my head explode! Is that even legal?) I am willing to pony up the funds for one of the Soundtrax LXT N/Forcer meters (at \$3233) mentioned in the council packet, if the city will set up a regular checkpoint on 400 N. I suspect others would also be willing to donate \$ or time to an effort to set up checkpoints throughout town. If enough citations are handed out, word will get around.

Derek Schumann - UTV's are not the only vehicles causing excessive noise on Moab streets (e.g. Harley motorcycles, other off-road vehicles). To single out UTV's in these complaints is discriminatory to the owners and the UTV community as a whole. The first step should always be education and awareness campaigns; not bans and/or access restrictions.

Larry Van Slyke - The UTV use and noise, from that use, with the city limits of Moab is

ludicrous. The racket started at 0630 this morning. Those units that have some semblance of muffler system are reasonable for driving the streets within town. Require UTVs to have a factory muffler if driven within the city limits. Set decibel limits. Surely a city government can do that!

Justin Rosenthal - Even if 1 RZR doesn't violate the noise ordinance, how about 6, or 10? I live on 1st South and during high season I can have dozens of caravans of 6-30 RZR's cruise by. Even if they're going the speed limit, which they often are, the noise is unbearable. I work at home and this frequently interrupts my conference calls. I have to apologize to the other professionals on the call and explain that I don't work in a hot rod garage... it looks very unprofessional. I support: 1) Designated RZR routes through town - NOT in residential areas, fine for violations. 2) Local regulation of RZR rental companies, but MORE IMPORTANTLY of visitors. Most of the noise isn't the local rental companies, it's the large caravans of people from out of town with their own modified RZR's, many of which have been modified to be MORE LOUD, not less. This is hard to enforce though, and I don't really expect it to be enforced, so 1 and 4 are more important. 4) ****Local opt-out of state law**** - how about we manage Moab for the people who live, work, and pay taxes here, and not the tourists who are here for maybe a few days? Finally, how about a public awareness campaign with signs all over town?

Carrie Bailey - Thank you Council and Mayor for addressing the UTV traffic and noise issues that are so negative for our community: I have communicated with our Utah state representatives, Watkins and Albrecht and others in the last few days, about the problems I think we face by allowing UTV vehicles on our city streets. They say they are unwilling to address state law until our local leaders, elected and law enforcement, take a stand by enacting law and enforcing existing municipal law. Your proactive agenda tonight is welcomed and supported by many of us citizens who feel we have been ignored and are frustrated by the lack of response to the out-of-control traffic on our streets. The community group "Throttle Down In Town", while a positive idea with sincere effort in the beginning, turned out to be nothing but signs and talk. Our local Travel Council continues to focus on advertising and promotion of motor vehicle off road/trail "adventuring" without reasonable planning and thought about the consequences for the community. UTV rental businesses are set-up on temporary sites in town without reasonable thought or planning. Law enforcement seems over-whelmed. Meanwhile the community finds their homes and public areas bombarded with noise, trash, over-night street campers, unsafe conditions for pedestrians and children, dangerous speeding vehicles and the blatant disregard for motor vehicle laws. We are stressed and over-whelmed. There are always those who want to dampen criticism of any aspect of our local economy, and promote fear-mongering... "we will kill the goose that lays the golden egg".. if we restrict any of the activity that calls itself tourism. I disagree. If Grand County and Moab don't establish a quality visitation experience soon, one that has common respect for all visitors, the environment, and community alike, the resulting negative reaction and publicity will only hurt us. Surely a continuation of the loud crazy chaos that Moab and Spanish Valley have been experiencing for the last few years will eventually affect home and property values, and the economic well-being of the lodging industry too.. This is our home, not a poorly-run factory.

I agree that the 5 options presented on the agenda should all be considered. Thanks again so much for listening and making efforts to take action. Carrie Bailey

Shane Firestack - I am a resident of Grand county, just outside of the city limits of Moab. I abide by and respect all traffic laws and drive my OHV as respectfully as possible anywhere I am at. I understand that some residents are frustrated with noise and traffic. They also come down my street at high rates of speed which creates additional noise and dangers. We don't have

sidewalks, so there are additional issues. Do not misunderstand, I am not asking for sidewalks, most locals who drive by when you are walking are very respectful and move over and slow down especially if you have animals with you. I would like to disagree with section 4. c. ii. of the agenda item, that the "Perception" mentioned about the rental companies not being at fault is quite the opposite. When we are out on trails and in town, I witness more careless operation of OHV's from rental companies machines and their users (they are easy to recognize) than I do personally owned machines. That does not imply that personally owned machines do not create problems, just that the majority in my opinion, come from the rental companies. Disrespectful owners and renters alike typically press hard on the accelerator which in turn creates extra noise that is avoidable by gently accelerating instead. Another issue, the disrespect of our trails and back country by rental users is high. I stopped once to ask a user this year to please stay on the trail, and their reply was "I paid X amount of money for this, I can do what I want". My suggestion, be more proactive at speed checks on the local streets. I find we have way more abuse of this element than anything. Not only would you help reduce folks creating additional noise, you will increase awareness that we as a town do not accept disrespectful drivers in general. There are lots of people in all vehicles creating these issues and poor driving habits create more problems than just noise. I would like to mention if you do make OHV only routes, how do you expect the locals who do abide by the laws, to maneuver their OHV's from their neighborhoods? If you set a time limit, how do you expect drivers to get back to their camp, hotel, house, if they were stuck on a trail or started later in the afternoon/evening especially when temps are hot? I feel the Off Road community is being unfairly singled out because a few locals can't stand the sight of these vehicles. In contrast, I see people of every sport, hobby, passion who are poor stewards of our town.

Alayne - We bought a home on Murphy Lane in 2010 and thought we were buying in a quite rural neighborhood. It was, until about five years ago. Some days the noise from ATV's is unbearable. This is clearly disturbing the peace! If we had barking dogs making this kind of noise, we would surely get a visit from the local enforcement. I don't believe the law was intended for these machines to be racing up and down neighborhood streets, but for farmers to use in rural areas. We feel they should be required to trailer their machines to the trailheads. Please consider the residents of Moab. We pay our taxes and contribute to the economy as well!! Thank You

Ben Rizner - Outside of an assertive, consistent plan to enforce noise restrictions, I believe the only viable option of these 5 is to advocate for an exemption from the law and adopt something similar to Ouray where vehicles cannot be driven within city limits. In the meantime; I don't think rental companies are particularly large source of OHVs being driven through residential areas, I think the large majority of vehicles seen are privately owned. Also, I don't see a lot of good in limiting traffic to the main roads, such as 500W, 300S, 400N, Mill Creek, etc. The issue is too many in these residential areas in the first place, designated routes doesn't change that at all. Moab should explore creating a simple permit system, in which OHVs would have to pass inspection first and driver sign off on the rules of courteous conduct in town in order to be allowed to drive on city streets. Part of the permit terms would be respecting noise restrictions or other traffic laws, and if not followed they could be revoked/cited. Permits could be capped at a specified amount per week, to regulate group size, and could be displayed on the vehicle for easy enforcement. Please take substantive actions on this issue, it's affecting both property values and quality of life for those of us on the main thoroughfares in town.

Ariel Atkins - I currently reside on Park Road and am so grateful for my location while raising a family, I have close access to schools, parks, pools and fantastic neighbors. Unfortunately, I've been having more and more experiences in my neighborhood that have diminished these

amenities. My family and I are often on foot, stroller or bike and because of the minimal sidewalks we are often on the side of the street. I'm constantly on high alert for speeding vehicles, distracted drivers, large vans and motorhomes backing out of parking spaces at the park, folks running stop signs and I'm rarely given the right of way in the crosswalk (yes, the one in the school zone of HMK). I'd expect more traffic and parking enforcement in a school, park and residential zone, but rarely see any. In addition to the actual safety concerns are the noise pollution concerns. I suspect with the Entrada Development (45 unit vacation rental touting large spaces and 2 car garages), 400 North has become the main thoroughfare for those coming to Moab where they can operate their otherwise street illegal vehicles. There is a constant hum in my backyard of traffic noise, this I can live with. But what really starts to impact me is when the noise cranks up between 9pm-11pm as I'm trying to go to sleep or get a restless toddler back to sleep. I'd love to be able to sleep with my window open for some fresh cool air, but it sounds like a freeway is going through my house. Even with them shut, I have to use whitenoise makers to help my family sleep. I know that many complain about the UTV's being the problem but I often hear and see regular vehicles driving at extraordinary speeds in my neighborhood, this is not only agitating but makes me feel like my families safety is jeopardized and disrespected. I'm also a small business owner and operate a tent-only campground 2 blocks off Main Street. The amount of noise and traffic has been a topic of complaint among our guests, many of them here for human powered sports feel impacted by the ever-presence of loud motors, particularly in town. Numerous long-time patrons have been appalled to see how Moab has transformed, particularly around the UTV's and noise pollution. I implore those within local government to make strong noise ordinances, enforce traffic laws including speed limits, enforce parking and ideally work with the UT legislator to trailer UTVs to the trails so we can have some sanity in our neighborhoods.

Lucy Wallingford - The noise issue in Moab City is unbearable. I live on First North between 3rd and 4th East. Some days the noise is almost constant, all day long, starting early and well past dark. Because big groups of people who travel together each want their own Razor, they travel in packs of 4, 6, 8. You can hear them coming a long time. Then as each one passes it sounds like a dirt bike race as they pass by, which lasts several minutes. Then you can hear them receding for a long time. If you are standing in your front yard or driveway visiting with a friend, you cannot communicate as they pass, you can't even yell at each other and be heard. And a few minutes later, it starts all over again. 1. Stop advertising Moab, completely! We don't need any more visitors. We can't even get into town without an hour wait. Moab is over-run. 2. Do NOT designate OHV routes, as that simply funnels all of the noise by one set of houses. There is no street in Moab except the highway that does not have people living on it. 3. Require mufflers, no exceptions. 4. No more rental companies! 5. Set up a curfew, no OHVs on the streets except after 8 am and before 8 pm. The rest of the time people are trying to sleep. 6. Ultimately lobby the state to allow us to get them off our streets completely. I have friends that are moving away because of this. Please, please, PLEASE deal with this issue. This is the second go round of asking for comment. I dutifully commented last time (four years or so ago) and zero come of it. Don't send the message that we are wasting our time by commenting. I know it's not easy. Thank you.

Fritz Bachman - The suggested solutions seem good except for designated routes. That would subject the same people to repeated assaults of noise.

Lauren - There can be tourism without terrorism. ATVs and UTVs should not be street legal. Mandate that their rental companies and owners tow them to the recreational sites where they are approved. In addition, they should aim to become electric- at bare minimum they need better mufflers. A COVID spring without noise has reminded us all what our town could be.

Reminded us of warm days where we can have a conversation on our porches without getting constantly interrupted by blaring engines. Tourism will live on. The businesses that rent and people who own these vehicles will adapt to a new system that respects local residents. We have had enough with the noise terrorism. Give us back our town where we can put our babies down to nap, listen to the birds, call our family while walking to the library. Give us back a town that listens to residents, not to blaring motors.

Serena Supplee (2) - I have lived in Moab for almost 40 years. As many long term residents, I have witnessed the drastic increase in noise. It is not just the OHVs, it is an increase of trucks, and it is worth noting that not only are they loud but usually driving much too fast. I believe it is well-worth the cost to establish noise-metering and citations. We should also lobby to opt-out of the state law; our noise situation in Moab is unique. Local regulation of OHV companies and a moratorium on new local companies seem like a given that should have already been put in place. The only option that does not seem as if it would have a beneficial effect is the designated routes; visitors are not going to follow the suggested signs.

John Johnson - I think we need to treat these visitors a lot better than we do. They come here and spend way more for accommodations, food and other purchases than they do in many other areas. Moab is recognized now as a city full of UTV haters (ATVs Jeeps and trucks suffered the same scrutiny until UTVs took the stage). I know there is some bad behavior from some in this group (as in every group) but for the most part I see them going overboard to keep resident annoyances at a minimum. Find the bad ones in the group and reprimand. Don't target the whole group and practice some tolerance towards the ones trying to do the right thing.

Colin Evans - I live on millcreek, and the ohv noise is seemingly endless. It scares my toddler, keeps him up and wakes him up as they continue well into the night. I tried reading a book to him at 7 pm on our back deck the other night and we couldn't it was so loud for so long. We couldn't get through a 12 page book about a bunny without going inside. I have lived here for 15 years and the noise pollution of these machines is unbearable. Jeep week is one week, not every god damn day. Do something!!!!

Bret Blosser - The Council's document for OHV Noise Mitigation presents five approaches for consideration. Unfortunately, of the five approaches, only the fifth can solve this problem. Even more unfortunately, the fifth option, "Lobby the state Legislature to allow Moab an opt-out of the state law allowing street-legal OHVs on City streets" will not receive a sympathetic hearing from State legislators. Therefore the Council should focus on mounting an effective campaign to sway legislators. I'm guessing arguments based on defending our tourism economy will be better received than arguments based on alleviating residents' misery. The following points contribute to an economic argument: 1. The strength and resilience of Moab's tourism industry has historically been founded on welcoming visitors to experience our extraordinary landscape in an exceptional range of modalities. Anecdotal evidence from Moab businesses which interact daily with all sorts of visitors indicates that ATV tourism has curtailed visitation by non-ATV tourists distressed by ATV noise and pollution. Business staff report that visitors not uncommonly say they enjoy vacationing here but will never return because of ATVs. Our economy will become weaker and less resilient if one recreational modalities reduces the viability of the others. We should design and conduct surveys to determine if these anecdotes reflect an actual trend. If so, this represents a challenge to the continuity of our tourism sector which deserves serious attention by State legislators. 2. Win-win. Since State legislators support ATV tourism and ATV-based business in Moab our pitch cannot be framed as "getting rid of ATVs". We need a solution which eliminates ATV noise and pollution from town without knee-capping our five licensed ATV rental and tour businesses. Existing infrastructure is not

sufficient to accommodate trailering ATVs from business locations to trailheads. Our plan needs to include construction of large trailer lots at all designated ATV trailheads. This should enable ATV businesses to thrive after opt-out. 3. There are financial and spatial constraints on how much trailer space can be constructed at trailheads. Therefore we should not accept applications for additional ATV business licenses until trailhead parking for existing businesses is assured. Bret Blosser

Bruce Dissel - I support all 5 of the options regarding UTV noise listed on the City Council agenda. For me the added tax revenue is in no way equal to the loss of quality of life.

Erin Groves - The OHV noise issue in Moab City is unbearable. I live in Mulberry Grove, on the north boundary, across the creek from the Mill Creek route to Sand Flats. Some days the noise is almost constant, all day long, starting early and well past dark. Because big groups of people who travel together each want their own Razor, they travel in packs of 4, 6, 8. You can hear them coming a long ways away. Then as each one passes it sounds like a dirt bike race as they pass by, which lasts several minutes. From inside my home, which is brand new and has high quality insulated windows, I can see but not hear vehicles of all sizes off in the distance, through the trees, as they travel along Mill Creek. I don't hear a sound when other vehicles go by. In contrast, I can hear and even FEEL the rumble of OHVs (in groups or alone) as they go by, as if they were in my front yard. The worst disruption is at night, when they come down from Sandflats at all hours, waking me (and often waking my 9 month old) at 2am, 3am, etc. Here is what I ask: 1. Stop advertising Moab, completely! We don't need any more visitors. We can't even get into town without an hour wait. Moab is over-run. 2. Do NOT designate OHV routes, as that simply funnels all of the noise by one set of houses. There is no street in Moab except the highway that does not have people living on it. 3. Require mufflers, no exceptions. 4. No more rental companies! 5. Set up a curfew, no OHVs on the streets except after 8 am and before 8 pm. The rest of the time people are trying to sleep. 6. Ultimately lobby the state to allow us to get them off our streets completely. I have friends that are moving away because of this and have even considered this personally. Please, please, PLEASE deal with this issue. It's not fair that one industry can solely destroy the quality of life for an entire community.

Brandy Bowmaster - I am heartened to see on the agenda for tonight's meeting several possible options that will be discussed to mitigate vehicle noise in the city. Thank you for bringing this issue to the table! As a years-long resident of downtown Moab, it has become almost shocking how loud it can be, especially after that gloriously quiet spring we had this year. I've tolerated the noise downtown as partial payment of my ridiculously convenient location, but it has gone too far! Despite my love for the community, I am now seriously considering a permanent move away from Moab as the constant stress and anxiety brought on by the exceptional noise and mayhem is no longer worth it for me. Therefore, I strongly support any effort to reduce noise from OHVs and other loud vehicles. Aside from the longer term strategy of working at the state level for legislative change to the law allowing OHVs on our streets (which I think we should definitely be doing despite the strong opposition we will surely face) I feel that creating stronger noise ordinances and actually enforcing them would be the most effective route to reducing noise in town. I would also support not permitting new OHV rental companies, but focusing on a noise ordinance would also include other excessively loud vehicles and motorcycles, such as the many painfully loud cars that cruise Main Street most nights of the week (painful to my ears at least, should I be unlucky enough to be passed by one while on my evening dog walk, shall I need to start wearing earplugs when I leave my house??) Please, PLEASE, PLEASE!! take strong and swift action on this issue. It is truly a major quality of life issue for me, and for almost everyone else I know in town with whom I have spoken about this. Again, I thank you all for bringing this issue to the forefront, let us get back some of our peace and quiet!!

Eve Tallman - UTVs: Carl Albrecht's recent comments belie a disingenuous lack of accountability regarding his role in prohibiting local control. It appears the utv lobby is more powerful than our local governments. Strict enforcement of noise limits 24 hours plus strict enforcement of other "street legal" issues such as noncompliant fenders is worth extra leo costs.

Nate Rydman - When it comes to OHV noise in our community, the only real solution based on what is mentioned in the packet is to invest in noise measuring equipment and enough enforcement officers to accomplish enough checkpoints to make a serious difference- and it has to apply to everybody. I would avoid singling out local businesses to comply with harsher restrictions than the regular visitor. I would encourage the design and sale of quieter mufflers too- we do have the technology for that in this world. The only way any of this succeeds is if we have the community support and political will to make the rules, and a police force staffed well enough that they have the time and comparative luxury to enforce those rules. At best right now we have two of the three. Our current force currently is spread pretty thin on higher priorities. I know budgets are stressed, but at some point we have to acknowledge that although we are only about 10,000 (city and county) tax paying community residents, we have the problems of a 25,000 population much of the time. The goal should be to generate enough revenue through noise violations to pay for the additional law enforcement resources. We get what we pay for. Over time our community may gain the reputation of being hard on noise abusers and this may dissuade some visitors. So be it. Discouraging the more negligent visitors in this way should be the goal as well. When we look across town at crowded restaurants etc, it's obvious we don't need the negligent niche of clientele. It would improve our quality of life as residents, and improve the experience of the tourists that do come here, and those are good things.

Bonnie Anderson - I have lived in the same house on Spanish Valley Drive for 22 years, and been a resident of Moab for 30. The first decade was wonderful. This last, not so much. These past several years have been FULL of heartbreak and devastation that our beloved, remote, peaceful and QUIET Moab is no longer. ALL HELL BROKE LOOSE FOR ME when side by sides were allowed on pavement. I AM STILL GOBSMACKED that this was allowed! The noise is beyond anything I could've imagined. It is ALL DAY, EVERYDAY. And they are EVERYWHERE! I can hear them coming from all the way down Spanish valley, they roar past, then hear them going, and they're almost always in packs, so it never ends. I am not in a position to just sell out and leave, nor do I want to, I have roots here. But my MENTAL HEALTH IS AT STAKE. THEY SHOULD BE TRAILED TO THE TRAILHEAD. I AM BEGGING YOU AS A LONG TIME HOME OWNER AND CITIZEN OF MOAB, TO PLEASE TAKE THIS NOISE OFF OUR STREETS. Thank you for hearing me and for your time. Bonnie Anderson

Travis Nauman - I live across the street from city limits (Hecla neighborhood near recycle center). Noise from OHVs and other loud vehicles has a large impact on my quality of life. I highly support any legal regulation of noise we have available. I also would like no further permitting or expansion of local OHV rental business or organized events like Jeep week or Rally on the Rocks. These vehicles have disproportionate impacts on everyone via noise, dust emissions (multiple recent scientific studies in this region), erosion, vegetation damage, infrastructure, and climate (burning fossil fuels all day). We should focus on diversifying our economy in general and trying to appeal to the various less impactful forms of tourism that Moab has appeal for (hiking, biking, climbing, rafting, eco-tourism, etc). Our quality of life is threatened by these vehicles and ultimately we need to lobby to fix the state laws that allow them to run around our streets keeping everyone awake at night.

Ben Burr - I am the policy director for BlueRibbon Coalition/ShareTrails. We champion

responsible recreation and support efforts to protect and increase access to recreation resources. We have worked with elected officials in Moab on a continuing basis to ensure that the millions of recreationists who visit Moab and the surrounding area create great experiences for themselves and for the community where they are a guest. Outdoor recreation is an explosive industry where new markets for experiences and products emerge suddenly. This provides challenges for policymakers to accommodate new users. This growth also creates significant economic opportunities that have benefitted Moab greatly. We are aware that the recent surge in UTV use in Moab is leading to noise nuisance complaints. Utah state law allows street legal UTVs and ATVs to use public roads, and we support these protections. Street legal access increases access for these users and eliminates problems such as trail-head congestion. We recognize the challenges that come with abating noise nuisances, and we are willing to work with the City of Moab to educate our users in ways they can minimize noise impacts while riding on public roads. We wouldn't support the codification of any policy that would unfairly discriminate against street-legal OHV users. We believe the city should find ways to enforce violations of ordinances in a way that targets wrongdoers instead of trying to find ways to categorically deny use of roads to street-legal OHV users. We look forward to finding common-ground solutions to these challenges at the same time we recognize that a categorical denial of use of a public benefit by a specific group is discriminatory by nature and can't be the starting point for authentic compromise.

Ashley Bunton - Dear Moab City Council, Please accept my comments regarding the new business on the agenda for today regarding off-highway vehicle (OHV) noise. In addition to what you have outlined in your agenda docs, I urge you to consider implementing a city-wide speed limit that is consistent. Right now you have a 30 mph speed limit on Main Street, that turns to a 20 mph speed limit on 300 S, that turns to a 25 mph on 400 E, all within 1-mile. If you could agree to a 20 mph speed limit on all roads, I think this would make Moab quieter and also safer. I was awakened at 1:00 a.m. the other night by a racket. Partly because the store had no women's earplugs in stock so I had settled for the regular sized ones that are a bit too large and they tend to fall out during the night. I have gone through two boxes of earplugs this summer. I believe the noise is made worse from speeding traffic. Almost daily I have seen ATVs drive 40-60 mph on residential streets. Please make it your priority to change the speed limits to a safe speed that is consistent across town. Let's not expect vacationers to be consistent in reading and looking for the signs that go from 30 mph to 20 mph to 25 mph as they roar off toward Sand Flats. My octogenarian neighbor screamed at tourists to stop trying to run the deer over in town, and this saddened me. It seems truthful to say we have seen the deer enforce the city speed limit more than the city council because the deer are making drivers slow down. I would like to request that you honor this community, its inhabitants including the deer, and have some respect for yourself as a city by changing the speed limit so that vacationers reciprocate that respect in a way that is simple for them to understand. We all want to get along and coexist and I want to sleep at night without earplugs, and without thinking about how my neighbors are moving away to escape the sound of the speeding traffic. Thank you for considering my comments. Please take action. Truly, Ashley

James King - I have been enjoying Moab for at least 20 years. I am a US Army veteran. We spend each Valentines Day in Moab as HQ for hiking the area and parks. We spend Spring & Fall either ATV'ing or Jeep'ing the various trails. We usually rent an AirBnB in Spanish Valley, though we'd prefer to be in Moab proper. We spend much \$ in the various restaurants and stores in town for the ~4-5 days per trip we spend. Of late, we're finding Moab not so ATV/SxS friendly, save for the rental places taking massive groups out to run the Sand Flats area (Hells Revenge, etc). Seems to me as an Army transplant to Utah that out-of-state folks have a larger voice in Moab than Utahns.

Rebecca Every - Noise pollution isn't just annoying, it's bad for your health! Moab is inundated....with tourists of all types, those seeking to run the river, off-road 4x trails, skydive, base jump, mountain bike, ride motorbikes, also to hike, dine, shop, attend Music festivals, Jeeping Jamboree's, old car shows, running trail races, new events of all kinds popping up each and every year to take place in this area. And, with off-road vehicles of every kind, but most notably of those are the OHV/Razor type vehicles. These type that do not have a muffler, omit the most horrendous noise that is considerably disturbing to our person, and one that is also detrimental our health. It has been shown that exposure to prolonged or excessive noise cause a range of health problems, ranging from stress, poor concentration, communication difficulties and fatigue from lack of sleep, to more serious issues such as cardiovascular disease, cognitive impairment, tinnitus, hypertension, etc. I have lived in Moab for 25 yrs, in that time have seen much change, and HUGE growth. Not the best planned out growth at that, leading to much congestion on our streets from the hoards of folks and traffic they bring. We as a community have been doing our best to adapt the changed Moab, but are reaching a boiling point when it comes to the issue of OHV/razors, and the noise pollution they bring with them. It is down right unbearable. I must say, in addition to the noise, it is the rude and entitled behavior coming from many of them that is driving many of us to the edge. Many are choosing to move for the loss of quality of life this new Moab has brought with it. It is one of the hardest things to witness, and to endure day in and day out, with the constant droning buzz that comes from those vehicles. Not to mention, many don't like to follow the laws, like stopping at stop signs for example. When there is a group riding together, often they bypass the stop sign for the sake of staying together as a group. They are up and down our neighborhood streets, they are EVERYWHERE. Noisy, stinky, rude. And we Moab residents are tired of it. I do not believe it is fair to all of us tax paying residents to have to endure this kind of torture year after year. I don't want to have to move. But how much more can I or we take? Not much. Please, let's bring SOME peace back to Moab. Thank you, Becka Every

Laura Hines - The UTV noise has been hard to deal with as long as I have lived in Moab (8 years). I used to live on Spanish valley drive and the UTV noise would wake me and my babies in the middle of the night and at nap times. I now live on Murphy Lane and I regularly hear UTVs buzz by at late night hours 11pm, 12 am, 2 am etc. The noise wakes me and my children and it seems to happen more and more. Additionally the UTVs race so fast on the Sand Flats road and on the Geyser Pass road. The washboards created by them makes it hard to drive my 4x4 truck comfortably. Any changes to reduce the constant noise in town will help. I worry that a curfew will not be enforced. Could traffic cameras that send tickets be used? Of course only if the UTVs are licensed. Lastly, in the Sun News article interviewing the Rally on the Rocks organizer, he mentions that the tires are the significant source of noise. Yes, tires make noise but the idling UTVs sure are noisier than any vehicle with a muffler. The engine is also a major source of noise.

Kristen Hayes and Mike Bassett - As longtime Moab city residents and home owners, we feel our lives have been negatively impacted by the overwhelming number of UTV's on our streets and public lands in the last few years. These impacts seem to increase exponentially each year. It is time for our City's lobbyist, along with our city and county government, to stand up to the state legislature and demand local control regarding the use of UTV's on our streets. The intent behind the initial state bill that made them street legal, which claimed rural and agricultural use, was clearly driven by dollar signs from the UTV lobby. The abundance of recreational use of UTV's, from both private owners and rental companies, has made Moab's streets loud and crowded, even uninhabitable for residents. Noise in town is a significant bipartisan and economic issue, affecting the viability of local businesses, the experience of visitors, and the wellbeing and even property values of residents. Not only are noise and traffic from UTV's an

issue in town, but the noise and resource destruction on public lands overwhelms the experiences of visitors who seek a non-motorized experience such as hiking, boating on the river, biking, climbing, base jumping, photography, etc. not to mention impacts on wildlife. Even some members of the Jeep community express frustration with their impact. There is no reprieve from the noise and lights of these vehicles riding trails at night and driving the city streets at all hours. We plead for our city and county representatives to advocate at the state level for local choice over UTV's on our streets. In the meantime, we advocate for implementing other solutions as follows: 1. Quiet hour curfews on streets and public trail systems (Sand Flats would be a start) 2. Requiring rentals to add mufflers and pay fees towards education and resource rehabilitation 3. Moratorium on licensing new rental companies 4. Follow through from law enforcement on noise, speed limits, and street legal registration 5. Encouraging rental companies to use trailers and guided tours to maintain slower speeds and reduce resource damage 6. Establishing a permit system/ quota for commercial and private trail users. Given the growing impacts we've seen in UTV use each year, the near future for our community's wellbeing is terrifying. Please consider taking a strong stand on managing these issues. Sincerely, Kristen Hayes and Mike Bassett

Administrative Reports:

Mayor Niehaus provided a COVID-19 update based on information from Jen Sadoff, CEO of Moab Regional Hospital. She said that Ms. Sadoff reported that the University of Utah and Intermountain Health ICU are the transfer hospitals for Moab COVID-19 patients and the U of U is out of beds and Intermountain Health is at 92% capacity. She said they are seeing huge spikes happening in rural towns around the state and we are considered in the moderate transmission category. She said social gatherings are limited to 10 or fewer people for the next two weeks and masks are required in areas of high transmission. [27:29](#)

City Manager Linares reported that city hall is open for business after a COVID-19 incident in the buildings and thanked facilities staff for their quick response. He reported on the visit from the legislators and said they had an eye-opening experience and thanked them for their visit. He reported on the salt shed repair, illegal dumping along Kane Creek, bike thefts, and Proposition 8. [30:04](#)

Chief Edge provided an update on the status of their investigation into the series of bike thefts. [34:21](#)

Finance Director York provided an update on the budget and sales tax numbers. [37:51](#)

Mayor and Council Reports:

Mayor Niehaus reported meeting with legislators, attending the League of Cities and Towns annual convention and board meeting, meeting with students of the month, attending the Market on Center, attending Walnut Lane meetings, attending the Rural Summit and the Governor's Rural Partnership board meeting, participating in a two and a half-hour phone call with Bud Bruening, Director of UTV Utah, and Ben Burr, Director for the Blue Ribbon Coalition, and participating in meetings with Congressman Curtis in Moab this afternoon.

[47:32](#)

Councilmember Derasary reported attending meetings of the Southeast Utah Riparian Partnership and provided details of the participating groups and the work they are doing on riparian areas throughout the community. [56:40](#)

Councilmember Duncan reported speaking with Phil Gardner, USGS hydrologist, regarding

water chemistry work on our aquifer and conducting UTV noise research on Sand Flats. [1:00:26](#)

Councilmember Knuteson-Boyd reported attending the candlelight vigil for suicide awareness, two Canyonlands Healthcare Special Service District meetings, a webinar on the intersectionality of race and gender, a webinar with Utah Women in Leadership on Utah Women in 2020- challenges, opportunities, and next steps, and bias training from Utah Local Government's Trust, and plans to attend a museum meeting later in the week. [1:02:55](#)

Councilmember Guzman-Newton reported attending two airport board meetings, a Chamber board meeting, participating in discussions with UDOT and consultants regarding transit and off-Main Street parking, and two Arches Hotspot Committee meetings. [1:08:17](#)

Councilmember Jones reported attending multiple Arches Hotspot meetings, a Housing Task Force meeting, a small City, County, and Solid Waste district meeting, and having conversations to prepare for the City's comments on the Manti-Lasal forest plan pre-scoping period. [1:11:44](#)

Approval of Minutes: September 8, 2020, Regular Meeting, September 17, 2020, Special Meeting, September 22, 2020, Regular Meeting, September 30, 2020, Special Meeting – Approved

Motion: Councilmember Guzman-Newton moved to approve the minutes for September 8, 2020, September 17, 2020, September 22, 2020, and September 30, 2020. Councilmember Duncan seconded the motion.

Discussion: There was no discussion.

Vote: The motion passed with 5-0 Councilmembers Derasary, Jones, Guzman-Newton, Knuteson-Boyd, and Duncan voting aye in a roll call vote.

Old Business:

Overview of Invitation for Bids (IFB) for Manufactured Units at Walnut Lane

Senior Projects Manager Kaitlin Myers provided an overview of the bids and the selection process for the recommended bid for the Walnut Lane project. [1:15:24](#)

Motion: Councilmember Jones moved to direct staff to bring more information regarding the specific additional equity needs and how that would fit into the city budget. Councilmember Knuteson-Boyd seconded the motion.

Discussion: Councilmembers expressed concern about the cost of the development and other city infrastructure needs and felt the financial information was necessary in order to prioritize projects and see how the development fits into the overall budget. City Manager Linares suggested either having staff present financial information based on discussions with Zions Bank or arranging for a member of the Zions Bank team to present financial information during a Council meeting. Councilmembers asked about the Architectural Squared contract and how this IFB fits with the master planning, how many residents are affected, and where the funding is coming from for the project. [1:34:56](#)

Vote: The motion passed 5-0 with Councilmembers Derasary, Knuteson-Boyd, Guzman-Newton, Duncan, and Jones voting aye in a roll call vote.

Update on Progress of the Arches Hotspot Region Coordinating Committee

Discussion: Assistant City Manager Carly Castle provided an update on the progress of the Arches Hotspot Region Coordinating Committee. She explained that the Committee will be forwarding a concept package to the City Council and Grand County Commission for approval during a joint meeting to send to UDOT. She said the final three projects include off-Main Street and dispersed parking, a transit shuttle pilot program, and the Spanish Valley Trail. [1:50:43](#)

New Business:

Off-Highway Vehicle (OHV) Noise Mitigation Options

Discussion: City Attorney Laurie Simonson and Police Chief Bret Edge presented information about noise mitigation options for OHV's within the City limits. The options discussed were noise-metering devices and citations, designated OHV routes, local regulation of OHV companies including muffler/noise mitigation requirements, a moratorium on new local rental OHV companies, and local opt-out of state law. Councilmembers discussed the pros and cons of the options presented. [2:21:26](#)

Proposed Resolution 38-2020: A Resolution Approving the Lot Consolidation of properties located at 1315 and 1317 Dream Drive, Moab UT 84532

Motion: Councilmember Guzman-Newton moved to approve Moab City Resolution 38-2020, a resolution approving the lot consolidation of properties located at 1315 and 1317 Dream Drive, Moab, UT. Councilmember Duncan seconded the motion.

Discussion: Councilmember Derasary thanked Assistant Planner Shurtleff for explaining the role of the HOA with zoning.

Vote: The motion passed 5-0 with Councilmembers Knuteson-Boyd, Guzman-Newton, Jones, Duncan, and Derasary voting aye in a roll call vote.

Sidewalk Inventory – Discussion for future policy considerations

Discussion: Mayor Niehaus requested two Councilmembers volunteers to work on a sidewalk inventory in order to make policy suggestions. Councilmembers Jones and Duncan volunteered to work on this project. [3:22:48](#)

Appointment of Aaron Nielson as the City's Employee Discipline (Disciplinary Transfer and Discharge) Hearing Officer pursuant to Utah Code Annotated 10-3-1106 and the City's Employee Handbook

Motion: Councilmember Derasary moved to approve the appointment of Aaron Nielson as the City's employee discipline hearing officer pursuant to Utah Code Annotated 10-3-1106 and the City's Employee Handbook. Councilmember Duncan seconded the motion.

Discussion: There was no discussion.

Vote: The motion passed 5-0 with Councilmembers Duncan, Guzman-Newton, Derasary, Knuteson-Boyd, and Jones voting aye in a roll call vote.

Approval of Bills Against the City of Moab:

Motion and vote: Councilmember Knuteson-Boyd moved to approve the bills against the City of Moab in the amount of \$1,879,071.50. Councilmember Jones seconded the motion. The motion passed 5-0 with Councilmembers Jones, Duncan, Guzman-Newton, Derasary, and Knuteson-Boyd voting aye in a roll call vote.

Adjournment: Councilmember Knuteson-Boyd moved to adjourn the meeting. Councilmember Jones seconded the motion. The motion passed unanimously. Mayor Niehaus adjourned the meeting at 10:30 p.m.

APPROVED: _____
Emily S. Niehaus, Mayor

ATTEST: _____
Sommar Johnson, City Recorder

MOAB CITY COUNCIL MINUTES
JOINT GRAND COUNTY COMMISSION/MOAB CITY COUNCIL SPECIAL
MEETING
OCTOBER 20, 2020

The Grand County Commission and Moab City Council held a Special City Council Meeting on the above date. Consistent with provisions of the Utah Open and Public Meetings Act, Utah Code Ann. § 54-2-207(4), the Moab City Council Chair has issued written determinations supporting the decision to convene electronic meetings of the Council without a physical anchor location. Due to the health and safety risks related to the ongoing COVID-19 pandemic and considering public health orders limiting in-person gatherings, the Moab City Council will continue to hold meetings by electronic means. An audio recording of the meeting is archived at <https://www.utah.gov/pmn/index.html>. A video recording is archived at <https://www.youtube.com/watch?v=uHp9ZWnaUaM&t=6311s>.

Special Meeting—Call to Order and Attendance: Grand County Commission Chair Mary McGann and Mayor Emily Niehaus called the Special Joint Grand County Commission/Moab City Council Meeting to order at 2:01 p.m. Grand County Commission members participating remotely were Evan Clapper, Gabriel Woytek, Rory Paxman, Greg Halliday, and Curtis Wells (joined at 2:19 p.m.). Moab City Council members participating remotely were Kalen Jones, Mike Duncan, Rani Derasary, Tawny Knuteson-Boyd, and Karen Guzman-Newton (joined at 2:03 p.m.). Grand County staff participating remotely were County Attorney Christina Sloan, Council Administrator Chris Baird, and Assistant Commission Administrator Mallory Nassau. City staff participating remotely were City Manager Joel Linares, Assistant City Manager Carly Castle, City Attorney Laurie Simonson, and City Recorder Sommar Johnson.

Citizens to be Heard (Until 2:10 p.m.)

Grand County Commission Chair McGann noted the number and type of email comments received and related a brief history of the issue at hand. She suggested only people having not communicated via email speak during the “Citizens to be Heard” portion of the meeting and suggested only locals’ comment and keep comments to a 2-minute time limit.

Written comments received before the meeting:

Comments received before the meeting are attached as “Exhibit 1”.

Comments received during the meeting:

Sara Melnicoff suggested a parallel with drug abuse and tourism dollars. The never-ending quest for more is destroying the community and no good will come of overuse.

Bret Stewart – helped with legislation for street legal utility vehicles (UTV’s), willing to answer questions

Michael Skarda commented he’s had some interest in setting up a dealership for UTV’s and suggested there may be an electric off-highway vehicle (OHV) that offers a middle-ground.

City Attorney Laurie Simonson noted all emails have been included – whether they use the form on the website or not.

Chair McGann noted emails opposing a “ban” on UTV’s are perhaps misguided as neither the city nor the county was ever considering a ban on UTV’s.

General Business – Action Items – Discussion and Consideration of:

- **Approving joint resolution to formally initiate proceedings to amend the Grand County Land Use Code and the Moab Municipal Code to amend those relevant portions permitting vehicle sales, rentals, or leasing, commercial outdoor recreation uses, and outfitter, guide services and facilities and to impose a moratorium on issuing new business licenses for the sale, rental, or leasing of all-terrain vehicles (ATV), commercial outdoor recreational uses involving an ATV, and ATV outfitting, guiding, and touring and to impose a moratorium on issuing new special events permits for ATV vendors, associations, and groups (Laurie Simonson, City of Moab Attorney and Christina Sloan, Grand County Attorney):**

City Attorney Laurie Simonson described this as an option to address the noise issue in the city/county. She discussed the temporary nature of the moratorium; the city or the county can end the moratorium at will. She suggested that ATV users are not a protected group therefore this does not constitute discrimination.

Grand County Commission member Jaylyn Hawks noted public comments that suggested current business owners not be allowed to increase current fleet size.

Grand County Commission Chair Mary McGann noted there is no part of the current licensing procedure limiting the number of vehicles allowed.

Grand County Attorney Christina Sloan described how business licenses are not able to be transferred right now, but that perhaps in the future that could change. Business owners would be allowed to relocate, and this action would not limit any existing ATV related businesses.

Hotels are not generally offering rentals but using a local third party.

Moab City Councilmember Karen Guzman-Newton supports having an early discussion with San Juan County – so we don't encourage businesses to move across the county line while still operating in Moab.

Grand County Commission member Greg Halliday suggested that better mufflers could make a difference and noted that perhaps businesses could modify existing machines so they're quieter.

Grand County Commission member Evan Clapper noted the evolution of electric vehicles and expressed appreciation to current businesses and outfitters encouraging visitors to keep the noise down. Noted the importance of guides involved in tours to educate ATV users.

- **Grand County Commission Motion:** Commission member Evan Clapper moved to approve a joint resolution to formally initiate proceedings to amend the Grand County Land Use Code and the Moab Municipal Code to amend those relevant portions permitting vehicle sales, rentals, or leasing, commercial outdoor recreational uses, and outfitter, guide services and facilities and to impose a moratorium on issuing new business licenses for the sale, rental, or leasing of all-terrain vehicles (ATV), commercial outdoor recreational uses involving an ATV, and ATV outfitting, guiding, and touring and to impose a moratorium on issuing new special events permits for ATV vendors, associations, and groups. Commission member Jaylyn Hawks seconded the motion.

Commission member Curtis Wells asked about the timeframe for the moratorium and expressed concern the moratorium may morph into something different and suggested intentions be made clearer. He noted discomfort with the current resolution and would like to see a firm end to the moratorium. Commission member Rory Paxman disclosed that he is an employee of Red Rock UTV's and will recuse himself.

- **Moab City Council Motion:** Councilmember Kalen Jones moved to approve a joint resolution to formally initiate proceedings to amend the Grand County Land Use Code and the Moab Municipal Code to amend those relevant portions permitting vehicle sales, rentals, or leasing, commercial outdoor recreational uses, and outfitter, guide services and facilities and to impose a moratorium on issuing new business licenses for the sale, rental, or leasing of all-terrain vehicles (ATV), commercial outdoor recreational uses involving an ATV, and ATV outfitting, guiding, and touring and to impose a moratorium on issuing new special events permits for ATV vendors, associations, and groups. Councilmember Rani Derasary seconded the motion.
- **Discussion:** Councilmember Kalen Jones asked about terminating the moratorium. Grand County Attorney Christina Sloan noted either body would be able to terminate at will.

Councilmember Tawny Knuteson-Boyd noted she's uncomfortable with the motion and suggested it may have the potential to harm local business. She noted industry support for decreased noise levels.

Commission member Jaylyn Hawks understands the argument for both sides and noted that perhaps we're not demonizing the users but addressing a real issue that exists in the community and asked about a 180-day sunset for the resolution.

City Attorney Laurie Simonson noted business licenses are not subject to land-use code. Grand County Attorney Christina Sloan noted this is temporary.

Commission member Jaylyn Hawks asked about the termination of the resolution with regard to city vs county. City Attorney Laurie Simonson noted that neither body has the ability to regulate the other.

Councilmember Rani Derasary asked about the moratorium with regard to special events. Grand County Attorney Christina Sloan noted that any permit not already approved will be subject to the moratorium.

Councilmember Karen Guzman-Newton noted the input of motorized trails users and their willingness to work with the community. She suggested local government's responsibility is to residents - not event organizers.

Councilmember Mike Duncan suggested he's not demonizing users but offering local businesses the opportunity to take the lead on fixing the issue and would support a 180-day moratorium end.

Councilmember Rani Derasary noted support for the resolution and agreed that this could potentially help local businesses and noted 180 days is likely not long enough to have any positive effect.

Commission Chair Mary McGann noted she's comfortable with an open-end timeline.

- **Grand County Commission Vote:** The motion passed 5-1 with Commission members Mary McGann, Evan Clapper, Gabriel Woytek, Jaylyn Hawks, and Greg Halliday voting aye and Commission member Curtis Wells Voting nay in a roll call vote. Commission member Rory Paxman recused.
- **Moab City Council Vote:** The motion passed 4-1 with Councilmembers Rani Derasary, Kalen Jones, Karen Guzman-Newton, and Mike Duncan voting aye and Councilmember Knuteson-Boyd voting nay in a roll call vote.
- **Approving ordinance to establish speed limits for off-highway vehicles (OHV) in the City of Moab (Laurie Simonson, City of Moab Attorney)**
Grand County Attorney Christina Sloan noted the difference between the city and county speed limits and said OHV speed limits on county roads would be 10 mph lower than the posted limit and motorcycles will be exempt. She noted this is reasonable regulation allowed by the state, it doesn't affect state highways, and it's not enforceable until posted.

City Attorney Laurie Simonson noted OHV's generally create more noise than passenger vehicles. She noted that excluding motorcycles was intentional to avoid capturing a larger group of users than necessary and that on-highway motorcycles are not separated by law. City Attorney Laurie Simons noted speed limits do not take effect until posted. Councilmember Rani Derasary asked about funding for the signage. Mayor Niehaus responded that funding isn't an issue at this point and that cost could be determined and authorized later. She said the fiscal analysis would come after approving the ordinance. City Manager Joel Linares noted the cost of signing is minimal. City Attorney Laurie Simonson asked Chief Edge for a ballpark cost of increased speed enforcement. Chief Edge suggested some cost figures

- **Motion:** Councilmember Mike Duncan moved to approve an ordinance to establish speed limits for off-highway vehicles (OHV), not including motorcycles, in the City of Moab. Councilmember Kalen Jones seconded the motion.
- **Discussion:** Councilmember Rani Derasary doesn't want to pass something that won't be effective due to prohibitive implementation costs. Mayor Niehaus asked about a straw poll – would the council be in favor of funding signage, etc.? Councilmember Karen Guzman-Newton asked about the number of officers needed to effectively enforce an ordinance and asked when the community could realistically expect increased enforcement. Chief Edge discussed staffing challenges. Chief Edge noted they would likely need 10 more officers in order to truly be effective. Noted the lag time between hiring and public engagement. Grand County Attorney Christina Sloan noted the Sheriff's department doesn't have the manpower to enforce speed limits either. Councilmember Kalen Jones noted support for the county and suggested the Transient Room Tax (TRT) allocations could be tweaked to better support law enforcement. Councilmember Rani Derasary asked about varying speed limits in town.
- **Vote:** The motion passed 4-1 with Councilmembers Kalen Jones, Rani Derasary, Karen Guzman-Newton, and Mike Duncan voting aye and Councilmember Tawny Knuteson-Boyd voting nay in a roll call vote.
- **Approving ordinance to establish speed limits for off-highway vehicles (OHV) in Grand County (Christina Sloan, Grand County Attorney)**
- **Motion:** Commission member Evan Clapper moved to approve an ordinance to

establish speed limits for off-highway vehicles (OHV), not including motorcycles, in Grand County. Commission member Gabriel Woytek seconded the motion.

- **Discussion:** Commission member Jaylyn Hawks suggested this may not be fair to any users and suggested this be discussed as part of the moratorium process. She noted TRT is already allocated to maximum allowable levels and would like to know the fiscal impact of the proposed ordinance. Grand County Commission Administrator Chris Baird noted we send the maximum TRT to the general fund. Grand County Attorney Christina Sloan noted we have time – it's not effective until posted. Commission member Evan Clapper said it's likely easier to enforce than sound limitations. Commission member Jaylyn Hawks noted motorcycles are often louder and said she's not entirely supportive of the speed limit.
- **Vote:** The motion passed 4-2 with Commission members Evan Clapper, Gabriel Woytek, Jaylyn Hawks, Mary McGann, and Greg Halliday voting aye and Commission members Curtis Wells and Jaylyn Hawks voting nay in a roll call vote. Commission member Paxman recused.

Discussion Items

- **Discussion on enforcement challenges regarding OHV's (Laurie Simonson, City of Moab)**
City Attorney Laurie Simonson discussed the difficulty of enforcing the noise issue. She noted the difference between pass-by sound test and stationary test and noted tests attempt to minimize errors created by ambient noise. She suggested any ordinance would need strict testing standards. Councilmember Mike Duncan shared some noise level data gathered on Sand Flats Road. City Manager Joel Linares noted the difficulty of reaching a prosecutable standard in court with noise tests.
- **Discussion on possible legislative action regarding OHV use (Mayor Niehaus, City of Moab)**
Mayor Niehaus discussed designated routes and possible curfews for OHV's. She noted these would likely not put locals first and suggested we consider a permitting process for driving on city streets. Commission Chair Mary McGann suggested this would require state approval – Utah doesn't allow municipalities and counties to regulate roads. Mayor Niehaus noted costs could be minimal. Councilmember Kalen Jones suggested support for the idea. Commission Chair Mary McGann suggested support for the idea but noted we'd have to involve the state. Councilmember Tawny Knuteson-Boyd noted support and expressed the need for more education. Councilmember Mike Duncan suggested support for the idea and noted regulations could evolve over time. Mayor Niehaus noted there is some time to draft this, and suggested it should be inclusive, not exclusive. She said the permit would be available to Grand County residents as well. Commission Chair Mary McGann suggested a committee going forward; Mayor Niehaus agreed. Grand County Attorney Christina Sloan noted support and suggested the county work closely with the city on the issue.

Adjournment: Grand County Commission Chair McGann and Mayor Niehaus adjourned the meeting at 3:59 p.m.

APPROVED: _____
Emily S. Niehaus, Mayor

ATTEST: _____
Sommar Johnson, City Recorder

EXHIBIT 1

Timestamp	Your Name	Your Comment
10/15/2020 16:41:29	William Schooler	Please look up the word PUBLIC, this is a lawful term and you folks are a service Corporation and you are here to service the public. Please stop acting like you are protecting anything at all and begin to look at what the public is requesting which is ALL sides with none left out. Then find something that works for the public you are servicing which is from all types of recreation and residents. MOAB is a recreation destination, it is what has allowed it to grow to present levels and everyone moving there should not be confused about Moab. It is surrounded by Public lands and must be accessable to ALL who recreate. Picking and choosing makes it private not public, please clear this up now or you can be liable for trespass.
10/16/2020 16:37:20	Casey cook	I will keep this short but I needed to voice my opinion. I am part of multiple UTV groups of people located In Utah with over 30k members so I can say I speak for tens of thousands of local UTV enthusiasts with my same opinion. Moab Utah is one of my favorite places to drive my UTV. I understand there is currently a massive debate currently between groups with massively different views about street legal UTVs driving on your city streets and wanted to share my experiences about the topic. If I could give you guys one main reason to keep allowing street legal UTVs to be driven on Moab city roads would be because it allows me to keep my truck and trailer at my hotel and drive My SXS directly to the trail heads and helps to eliminate parking issues and congestion within your beautiful recreational areas. Thank you Casey Cook 801-750-2335
10/16/2020 17:24:10	Robert Hollahan	I support increasing regulation and enforcement of noise violations in Moab city. I support any reasonable alternative to accomplish this goal, but I would be particularly interested in requiring the UTV rental companies to trailer their vehicles out to trailheads rather than having their many customers operate the vehicles on city streets. Thank you.
10/16/2020 18:08:38	Jerry Busenbark	To whom it may concern, I'm writing today to give my input as a Utah resident who has been coming to Moab for 20 plus years. My family has spent thousands of dollars to boost your economy by using local RV parks, hotels, buying groceries, restaurants, gas stations, auto parts stores etc. I have rode my motorcycle there, jeeped, hiked and most recently used my street legal side by side to run the many trails Moab has to offer. I have obeyed all the local laws when driving from the RV Park to the trail. I understand the concerns of the locals and ask that you work with UTV Utah and other groups to come up with solutions that work for everyone. I live in Perry, Utah which allows ohv's to travel on the city streets without being street legal. Perry is not a tourist town like Moab and I see ohv's pass my house all day every day which sits between two grade schools. I have never complained about it and the city has operated this way for at least 20 years that I've lived here. I would like to continue to come to Moab and spend my dollars in your community but we the UTV community feel we are being pushed out. V/r, Jerry Busenbark
10/16/2020 18:16:29	Breanne Bringham	My family and I have enjoyed coming to Moab for many years to enjoy the outdoor activities, especially with our UTV. We enjoy staying at the Air BNBs so we can fit our whole family or a group of friends. Yes, we travel through town in our street legal side by side. We don't make excessive noise while doing so. We go the speed limit. Banning UTVs would really hurt the community. We love to spend our money in the local businesses and would love to continue this tradition.
10/16/2020 18:21:09	Jake Eliason	My comment is in regard to issues facing street legal UTV's in Moab. Moab is a mecca for outdoor enthusiasts. We all love Moab. Moab is a place to escape, a place that we all need. Not everyone recreates the same, and that is part of why Moab is so fantastic. In Moab we have camped, stayed in a hotel, and stayed in a campground. Great times every way we have done it. In Moab we hiked, mountain biked, rode motorcycles and UTV's. We enjoy lining our trips up down to Moab with the car shows that come to town as well. We enjoy supporting the local business in Moab. The current issues with UTV's in Moab are real. We don't disagree that UTV's haven't brought concerns to Moab as well. Most UTV owners share a certain disaffection for the noise UTV's can make, and the speeds at which UTV's are designed to operate. Most UTV owners also love coming to Moab, and do so with their families and friends to share memories that last a lifetime in such a beautiful place. I believe it would limit the noise (and related complaints) to have a lower speed limit for UTV's within city limits and/or have designated roadways for street legal UTV's (I understand there are, but these may be improved with signage or more enforcement). Street Legal UTV owners are responsible and willing to help those in one of the most unique cities in America. Please don't make rash commitments or regulations that would negatively affect the vast majority of responsible recreationists based on complaints of a few. Moab is a place we all loved to see filled with motorcycles, mountain bikes, street legal UTV's and sprinter vans. Thank you for keeping a place for everyone. Jake Eliason
10/16/2020 18:21:16	Chad Bringham	Please reconsider banning UTVs in your community. We have enjoyed spending time with our family and friends down there. We love supporting the community and want to continue doing so.
10/16/2020 18:26:15	Kim Coughlan	We love coming to Moab and explorer the trails in our UTV. We respect and love the town. It has created a lot of amazing memories for me and my family. Please allow utv to be driven in town.
10/16/2020 18:28:50	Brittney Ercanbrack	SXS are vital to our community. They bring people in for all seasons. We NEED them!!
10/16/2020 18:50:55	Kurtis	Dear committee. My name is kurtis. I am a responsible UTV owner and appreciate the fact that I have the opportunity to voice my opinion. We as an off road community understand and share your frustrations with those who choose to ignore city noise and other ordinances in Moab. We pay our vehicle taxes and reserve our right to drive our ATV/UTV on the streets in the state of Utah. Discrimination and targeting a certain type of vehicle is not fair and is unlawful. That being said, certain ordinances have been placed to already address the issues you are discussing. Noisy streets are because of the lack of enforcement. Step up your enforcement, put the fear of getting citations in the eyes of those who do not follow the rules. I do not ride late at night, I do not have aftermarket exhaust, I do not play my music loudly. Why am I being punished for something I do not do. I enjoy the time I spend with my family and friends in Moab. Lots of memories and friendships have been created there. Let us help. There are plenty of large social media groups ready to help your community with this. Thank you
10/16/2020 19:15:28	Miriam Graham	I am a 23 year resident of Moab. I moved to Mulberry Grove from Spanish Valley just 2 years ago, and immediately noticed the traffic noise on Mill Creek Drive as well as 191, which has only increased since then, except of course, when town shut down this past spring. I can only compare the noise of UTVs heading up to Sand Flats at all hours (I've even been awakened at 1am) to a speedway I once lived a few miles from in rural NC. We knew that every Saturday night from 7 to 10, the noise would be deafening but we put up with it because we knew that after 10 it would be quiet again. Not so in Moab. We absolutely need to pass ordinances limiting UTV activity and/or the noise levels they're allowed to make, by requiring mufflers, having a noise curfew, and keeping them off residential streets, at least during certain hours. We need to preserve a decent quality of life for our residents.

Timestamp	Your Name	Your Comment
10/16/2020 19:19:57	Kayla wilkins	Dear Moab City council, My husband and have frequented Moab City often for the majority of our lives. We have visited Moab for many reasons but mostly because of unique terrain Moab offers for us as avid members of the off road community. While I do understand the challenges that Moab residents face with increasing popularity of UTVs On the streets of Moab. I do However I feel that an all out ban on events such as Rally On the Rocks and banning street legal UTVs is not the answer. In doing so there will a detrimental impact on Moab's local economy. Cities such as Marysville have embraced the UTV/off-road community by implementing speed limits for UTVs/ATVs in their city. They also have used education to their advantage in curbing unwanted behavior regarding UTVs/ATVs. I feel that there can be fair compromises from both sides that can result in a peaceful coexistence between UTVs and the residents of Moab. Those of us in the UTV community will be more than happy to work for a resolve so that we can all keep the Moab we love. Thank you.
10/16/2020 19:25:24	Heidi Robertson	I have been going to Moab for over 30 years. The locals use to complain about the Jeep Safari being to loud. It looks like now it is UTVs. I understand the noise concern and do not think it is unreasonable for a ban for loud mufflers or quiet hours. I do not think trailer to rides is reasonable since the parking lots fill up already with hikers. It is very frustrating to visit Moab and plan on hiking and not be able park anywhere due to all the cars and trailers will make it worse. UTVs should not be banned just because they are the latest fad.
10/16/2020 19:46:12	Leann	We practiced percentage today for a homeschool project. 400 east had 47% atv vehicles today. It was a miserable walk on the sidewalk, Miserable. A miserable time playing with my kids in the yard, a miserable time at rotary park, and a miserable time now as I'm watching family movie tonight and having to shut my windows on this nice fall night because of the noise. There's constant buzzing, when the buzzing is faint you just wait, anxiously for it to get louder. You're in edge waiting until you need to pause a conversation, or cringe as you watch tourists having a nice time while you are not. We are about to build a home here in Moab but considering not. We can't handle this noise anymore and the inconsiderate tourists that it tends to include. Not all, but most it seems. When we first moved Here 8 years ago it was a busy little happy town with some noise but a lot of climbers and mtn bikers. That's not the case anymore. We as mtn bikers aren't feeling connection to the rocks and trails anymore. We feel out of place. Change this or we are leaving as well as so many others. Moab is going downhill, and fast."if these walls could talk"- yeah, we wouldn't be able to hear them.
10/16/2020 20:32:07	Kody Bloomquist	The hostility toward the UTV community by some in Moab is very sad and a testament to the inability of people to compromise and accept other people's beliefs these days. If it wasn't for a facebook group which I am a member of, I would never have known that some in our community are causing so many issues down there. I am a responsible UTVer and respect the communities I visit, but it would be nice if you could spend your efforts educating people rather than turning this into a politically motivated agenda. If you would include us in discussing these issues, we can help you bring the awareness to our community. I guess if some get their way, I will take my patronage elsewhere but will sure miss doing what I love in this beautiful part of Utah.
10/16/2020 22:20:22	steve Campbell	I'm gonna be blunt. Your actions are out of line, and are discriminating. You haven't even attempted to enforce the laws currently in place to lessen the noise issue. A handful of noise complaints does not out weigh the economic disaster to follow.
10/17/2020 7:04:47	William Schooler	You are a service Corporation, Moabs economy was built on uranium and recreation through surrounding public lands and national parks which are also public. Please break down public into all parts and explain to us all who fits into public please. This is your responsibility to understand and you have an obligation to the public you service as a corporate entity. Please define which public you shall service. I expect a full rely to this request and that it be made public. Thank you.
10/17/2020 15:55:49	David Wilson	I have been living and working remotely in Moab since August of this year. It's confounding to be awoken at 6 am by roaring SxS's in small caravans heading out to Sand Flats to drive around the slickrock. It's more disappointing to frequently see them sprinting through the neighborhoods at speeds much higher than the posted limit. I understand that motorsports are a massive economic driver for the Moab area, but these noisy machines are absurd. Why they are street legal is beyond me. There are plenty of SxS enthusiasts who trailer their machines to the trailheads and use them purely to access remote areas of the desert. It's a tossup as to whether they appreciate and respect the environment and other user groups. Seeing them rip through town with their differentials locked and tires squealing through turns, frequently with obnoxious blinking LED's flashing in rhythm with blaring music is unnecessary. Restrictions on these machines and other loud motorized vehicles is not too much to ask. Local entities need the ability to enforce noise ordinances. Grand County would not be negatively impacted by removing the SxS's from the streets and pushing the industry for quiet electric/hybrid versions that would be friendlier to the ears and the air. I want to tell my friends in my hometown that Moab is a cool place, but as it is now, it's noisy AF.
10/17/2020 16:26:59	Tricia Scott	I would prefer for UTVs to have some aftermarket mufflers when in town if possible. I think banning them would have serious financial consequences for Moab .
10/17/2020 17:26:55	Blair Crismond	UTV problem ????? We ride respectfully in town Just like the big jeeps and trucks . Stop Discriminating against what brings in money to such a smalltown . We love Moab however the way this is going not sure if We will be back after all of this .
10/17/2020 19:09:48	Ashley	Leave people alone about the side x sides. They are street legal, and legally allowed on the street! How about you people put your time and money into convincing the companies who make them, and the people who own them, to modify them and make them more quiet! Are we going to ban car show next? Because it's pretty loud too! This is a huge money maker for this town and the locals who live here. You don't get to pick and choose what kind of tourists you serve AFTER you turn moab into the tourist circus it has become now. We've all adapted and now our rights are being taken away in regards to airbnbs, nightly rentals, and side x sides.
10/18/2020 4:28:32	Katie Hammond	Hello, we love coming to Moab every year. It's a great get away vacation for us. We are from West Virginia, and some Kentucky, so it's a long trip for us. We drove 26 hours just to see your town. We respect all the laws and limit signs. Everyone shouldn't be punished because some don't follow the laws and regulations. That being said having guides and being able to rent is very nice in case a buggy would break down or if we wanted to see new trails we haven't before. Personally I think it would take a big hit on the economy there to ban UTvs. Setting different speed limits probably won't help but it's a good effort. It will probably upset residents getting stuck behind groups of utvs going 15 mph or 10 under. Maybe setting ordinance also after so late they can't be going through town if they're too loud. Please don't punish everyone because some aren't respectful of your town.
10/18/2020 8:01:07	Faith Dickey	I could easily list all the reasons I dislike ATV's and their impact upon Moab, my current waking/sleeping life here as well as the likelihood that I stay here for the long haul, however I believe you all, as the council, have your attention brought to these issues regularly. The noise, the disobeying of traffic laws, the litter found on trails are all important and relevant, despite being contentious amongst residents. However, the larger picture, for me, is the incredible denial of climate change that much of our society is harboring. All aspects of our existence must change to slow the rate at which we warm our planet, and tourism is no exception. What I see is a tourism industry built upon consumerism. Roads were once great means of access for all types of people, yet now they are cluttered with idling and polluting cars. The trails or off-road areas around Moab were once quiet, places of adventure that few sought out, but the ATV industry has exploited them and a short walk on any popular off road route will show you black streaks, plastic debris from the vehicles, and empty beverage bottles. We are delusional to think that tourism can remain as it was in light of climate change. Though I would prefer wide sweeping changes (electric trains!) I am not kidding myself. I do, however, believe we must start changing the way we "Tour." Currently, tourism in Moab feels like a consumption in and of itself. Tourists are here to consume the area, and feel entitled to do so because we lay the tools at their feet. Environmental stewardship is not popular, and Moab is becoming like a Disneyland of rocks. ATV's are our roller coasters, and users do not even realize what they are contributing to with the consumption of oil, the pollution/destruction of our land, and the pollution of our ears. As long as this damaging activity is provided, encouraged and unlimited, it will be sought out as such. I believe, one day, it will be a relic of the oil industry, and our grandchildren will scoff at our inability to instigate the necessary changes to protect our planet, because of "profits." No one is a saint, we are a society dependent on fossil fuels and it is extraordinarily difficult to be interdependent from them. However, as rule-changers, you all have the opportunity to chip away at a destructive industry that contributes to climate change more so than any other recreation in this area.
10/18/2020 10:06:17	Dustin McElhaney	The city is broke so why do you want to get rid of this income? Moab was raised from off-roaders leave it alone.how many businesses will be destroyed by this and families hurt?

Timestamp	Your Name	Your Comment
10/18/2020 12:23:00	Cody	<p>To whom it may concern</p> <p>I support responsible recreation and support efforts to protect and increase access to recreation resources. Outdoor recreation is an explosive industry where new markets for experiences and products emerge suddenly. This provides challenges for policymakers and the public to accommodate these new users. This growth also creates significant economic opportunities that have benefitted Moab residents and Moab businesses greatly. We are aware that the recent surge in UTV use in Moab is leading to noise nuisance complaints. Utah state law allows street legal UTVs and ATVs to use public roads, and we support these protections. Street legal access increases access for these users and eliminates problems such as trail-head congestion and many other issues. We recognize the challenges that come with abating noise nuisances, and we are wanting to work with the City of Moab to educate users in ways they can minimize noise impacts while riding on public roads. We wouldn't support the codification of any policy that would unfairly discriminate against street-legal OHV users. We believe the city should find ways to enforce violations of ordinances in a way that targets wrongdoers instead of trying to find ways to categorically deny use of roads to street-legal OHV users. We look forward to finding common-ground solutions to these challenges at the same time we recognize that a categorical denial of use of a public benefit by a specific group is discriminatory by nature and can't be the starting point for authentic compromise.</p> <p>The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported.</p>
10/18/2020 12:23:58	Shayne Burdine	<p>To whom it may concern, Please take into consideration that 99% of the members of UTV Utah are advocates for the outdoors. We clean up after others and try to preserve the pristine outdoors for enjoyment by all. However, I do understand your frustration with noise and common courtesy. Please don't shut us all down due to the lack of respect of the few. Change the noise law to reflect what is tolerable. Prosecute those that do not abide by the laws. Help us with guidelines that will enable us to self police and apply pressure to those that don't abide. You can not do it on your own and neither can we. It must be a team effort. We love your town and county. It would be shame for both the businesses and those that follow the rules. Thank you for your time and consideration. Shayne Burdine.</p>
10/18/2020 12:26:38	Steven buccambuso	<p>I am an active member of the UTV Utah and I do frequent the amazing recreational activities Moab has to offer. My group of 4-6 families try to make it to Moab twice a year. We spend roughly 2-3 thousand dollars per family each time While in Moab and our money is spent strictly on local owned businesses from gas stations and restaurants to housing (airBnB to hotels) and even your parts stores for our machines. I am aware that residents main concern is the amount of noise being generated by UTV's and I am also aware of the proposals our President of UTV Utah has come to you with and I am truly hoping there is a common ground that can be reached!</p>
10/18/2020 12:33:45	Randy George	<p>When I travel to a destination to operate my sxs I spend on average \$2000 in that community when in moab for 2 weeks we almost doubled that amount we eat at resturants buy fuel, buy momentoes and clothing out of state permits for sxs and so forth I am from oregon and we welcome out of staters to come ride the dunes and deaserts and the business comunity also welcome the monies coming in from them it boosts our small townes sales in turn more taxes coming in so the residents dont have to pick up the added taxes of the state and local governments to run there inferstructures</p>
10/18/2020 12:39:00	Robin Stewart	<p>I would like to see an ban of the ATV's on the streets. Or at the least an ordinance that will address the noise or, a cerfew for how late they can be on the streets. The noise they cause is ruining our town. I especially do not like being woke up all hours of the night by the noise pollution they create as they find there way back to there nightly rentals in the Spanish Valley area.</p>
10/18/2020 12:50:23	Jeff Sappington	<p>Please keep the public grounds open for riding. My family loves to visit your area. We prefer 50" trails and single track but ride all trails. Thank you, Jeff Sappington</p>
10/18/2020 13:12:27	Brad	<p>I understand living in Moab creates unique challenges. A tourist community and economy creates frustrations for everyone because a perfect solution for contentment does not exist. Current laws cover most of the issues but need to be enforced more strictly. Like most issues, a small minority makes a lot of noise that can affect others negatively, and usually both sides of an issue. I own a side by side and visit Moab 3 times a year. I am very respectful of the residents of Moab and do my best to educate others on respectable behavior. Please don't limit us because of others actions. Sincerely, Brad Ferrell</p>
10/18/2020 13:21:14	Corey Foy	<p>My family owned farms and had lifetime grazing permits on arches monument back in the day. But things change the uranium boom! Changed farming and ranching in moab. Many families that chose to keep their families here had to work out of town just to survive in moab and thats a fact. Almost everyone I knew growing up had a parent working out of town to survive. Moab has killed off pretty much any industry around moab. Well now we have motorized Recreation that supports alot of local incomes and creates a ton of jobs. Not to mention the money motorized recreation bring into moab. As in tax revenue, jobs just to name a few! My family has been in around moab for almost 100 years. We are a motorized recreation family!!! We want motorized recreation in moab.... I can name many places that rock climbers and mountain bike have ruined places my family grew hunting a d recreating on for many years and now it is flooded with hikers and bikers. But you know what they are here just enjoying what we all love about moab and I have no right to tell them how or when or what they can do. So if you dont like what has been created in moab its time to leave..... MOAB IS MOTORIZED RECREATION AND WE ARE HERE TO STAY!!!!</p>
10/18/2020 13:24:09	Chayne	<p>Please allow UTV in Moab we live coming down each year I hope we can come to a agreement</p>
10/18/2020 13:45:49	Bob Ebert	<p>It has come to my attention that the city of Moab is taking action to limit or possibly ban the use of UTVs on city streets. While I understand the concern regarding excessive noise from certain machines and driving styles, I do not believe this should affect all people - the vast majority of us are not the problem. I totally understand limiting the time of use and issuing citations for excessive noise, please don't punish everyone for the actions of a few.</p>
10/18/2020 14:14:42	Brad Ferrell	<p>UTVs Every group can complain about another groups activities. Changing laws to limit recreation participation by select groups gives preference to people who may possibly be a very angry about everything. I get that some people are socially irresponsible and are extremely irritating. Fine those people that are offensive. Limiting everyone is not a fair response to the problem.</p> <p>I have been reading comments from some residents that have no idea what they are complaining about. Like one resident asking the rental shops install mufflers on machines,</p> <p>Keep Moab access to public lands open for all to enjoy.</p>

Timestamp	Your Name	Your Comment
10/18/2020 16:25:16	David Williams	As an avid UTV owner and enthusiast I am opposed to the creation of any new laws and attempts to shut out the utv community from Moab. I also oppose the idea of not permitting events such as Rally on the Rocks and others. It seems as though there should be more emphasis on enforcing laws already on the books for noise and speed. There's no need to create more conflict. The UTV community wants to work with you, but it seems you have a different agenda and would like to just discriminate against one group of people.
10/18/2020 16:36:11	Barbara Greaves	<p>Hello Council,</p> <p>We support responsible recreation & efforts to protect our accesses to our recreation resources. Technology changes constantly & it provides challenges for policymakers and the public to accommodate these new users. Growth also creates significant economic opportunities that have benefitted both residents & businesses of Moab greatly.</p> <p>We are aware that the up tick of UTV use in Moab is leading to noise complaints.</p> <p>State law allows street legal UTVs and ATVs to use public roads, and we support these protections. Street legal access increases access for these users and eliminates problems like trailers packing trail heads and many other issues.</p> <p>We recognize the challenges that come with abating noise nuisances, and we are wanting to work with the City of Moab to educate users in ways they can minimize noise impacts while riding on public roads.</p> <p>We wouldn't support the any policy that would unfairly discriminate against street-legal OHV users. We believe Moab should find ways to enforce violations of ordinances that targets wrongdoers instead of trying to find ways to deny use of roads to street-legal OHV users.</p> <p>We look forward to finding common solutions to these challenges.</p> <p>We also recognize that a denial of use of public benefit by a specific group is discriminatory and can't be the starting point for authentic compromise.</p> <p>Conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Creating a denial of a public benefit by a specific user group is discriminatory and not supported.</p> <p>Thank you for your time, Barbara Greaves</p>
10/18/2020 17:15:44	Jerrold Henderson	Hello, I am a UTV owner and resident of Utah. My family and I love Moab! It's our favorite place in the world!! We are Always responsible and respectful. Please do not make the laws and rules more strict for those of us who love and cherish Moab. I understand there are bad apples in every community not just UTV's. Please don't judge the many by the few. Thank you.
10/18/2020 17:46:08	Lenore Sorensen	We love to come down to Moab once or twice a year. I am very consistent on the town when I am there. And I have a side by side. I'm not very happy about the changes you are trying to do if you think this will not hurt you town it will I send around 3000.00 every time I come to Moab. Between logging and meals. And others thing like gas and we always go to the shops down town and buying things. For you to think this will not have an enact on you town you are Wong. I and my family will think twice before planing any more trips to Moab if you stop allowing side by sides! Lenore Sorensen
10/18/2020 18:03:29	Lindsay kosier	I as a tax payer and someone who follows the rules and pays all fees asked of me to enjoy our side by side. Would be so furious to lose the ability to go see such a beautiful place that i as a tax paying Utah resident pay to keep these trails open for ALL to come to... let's all be happy and willing to work together to give each other a little bit of peace (when we visit moab) in this crazy world we are all living in...
10/18/2020 18:27:27	Kevin Fyans	Moab is a very special and fun place that my family has enjoyed for some time. We are very respectful and enjoy the freedom of driving our atv within the city. I believe stricter laws on noise control are needed. Please don't penalize the many because of the few.
10/18/2020 18:55:57	Garrett Pierson	Moab has always been a special place for me and my family. It has provided adventured for me as my interests have changed over the years. From Mountain Bikes to Jeeps to Dirt Bikes, and now has come full circle to being back on Mountain Bikes. However when we bring the family to town we not only bring mountain bikes, but dirt bikes and now a UTV. It has been fantastic to be able to enjoy all that Moab has to offer no matter my choice of wheels. However with the new threats to the UTV community I feel that is it a very slippery slope to banning any and all motorized travel. Should you ban UTV's from Moab, we will vote with our out of town \$\$\$\$ by taking them else where.
10/18/2020 19:04:32	Dee McNenny	<p>I own a street legal ATV (a GoatBuilt tube buggy), and three jeeps. All of my vehicles have mufflers, which are wrapped to quiet them even further. I also hate the noise made by some street legal ATVs and OHVs and agree that the noise needs to be cut significantly. However, there are other types of vehicles that creating noise problems in Moab, and they need to be addressed, too.</p> <p>I support the city and Grand County enforcing stationary sound testing at 20" from the exhaust of the vehicle being tested, and training police officers to do the testing. This test is proven to be very effective, far more so than moving tests. Checkpoints would not be required and testing would be done on vehicles a trained officer determines to be louder than permitted by the existing noise ordinance. Vehicles failing the test could be fined, with repeat offenders being impounded. In that way those of us who aren't causing noise pollution are not punished and those who are behind the problem are identified. Neighborhoods and businesses will all benefit from removing excessively loud motorized vehicles from our streets. That includes the hot rodders that are cruising through neighborhoods and on Main and have been for months. There are plenty of pickup trucks and passenger cars that are as noisy or worse than many street legal ATVs.</p> <p>Regarding the effects of the proposed speed limit change, should it be enacted, has the city considered what problems will result when a significant amount of traffic, much of it smaller than the average SUV, is suddenly required to drive 10 miles per hour or more under the speed limit on Main Street, up the hill to Sand Flats, and through neighborhoods? How will regular traffic pass them? This scenario raises the specter of heightened road rage and accidents with larger vehicles swerving around street legal ATVs and potentially colliding with bicyclists and other vehicles.</p> <p>Finally, the city should consider that although this town has many rental ATVs, far more than that number come here and are privately owned. Restrictions on the rental companies are likely to result in an increase in privately owned machines and a net increase in noise.</p> <p>Enforcing the sound ordinance using stationary testing is the single most effective and speedy solution to Moab's noise problem, and it has been proven effective in communities all across the country. I urge the city to act on enforcing it.</p>

Timestamp	Your Name	Your Comment
10/18/2020 19:13:05	George Lukey	<p>My first trip to Moab was in 1997 attending the Easter Jeep Safari.</p> <p>I now have a UTV and all the support i have done over the years including educating others continues with the UTV folks.</p> <p>Respectfully, please don't group all UTV people into a single category that limits freedom. We don't need the blunt hatchet here.</p>
10/18/2020 19:24:27	crystal Muzik	<p>Moab now constantly sounds like a motor raceway. The increase in numbers of off highway vehicles over the past years, have dramatically impacted many Moab residents. The noise impacts are astounding and affect several neighborhoods, if not all neighborhoods, and the quality of life of many town residents (and visitors). I fully support the Moab City Council taking action on this issue. I support enforcing a speed limit on OHVs, limiting the permitting of OHV sales, rentals, or leasing, commercial outdoor recreational uses, and outfitter, guide services and facilities and to impose a moratorium on issuing new business licenses for the sale, rental, or leasing of OHVs. Also, it is crucial to limit the number of new OHV events in the area.</p> <p>I suggest additional money to be spent on education, law enforcement, a night time curfew, and an increase in ticketing and fines, if possible.</p> <p>The wildlife, the soundscape, and the community of Moab deserve a peaceful living environment.</p>
10/18/2020 19:27:33	Bryce	<p>Moab has become our family's top vacation spot due to its diversity in all outdoor activities and its amazing home town feel. I know when I'm in your town everyone will treat us and equals and with the most respect. That's why we come down 3-4 times a year. Limiting recreational activities will force people like my family to find other places to visit and call our home away from home. Please find a way to keep your town personal to you as well as welcoming to us.</p>
10/18/2020 19:44:11	Scott Allred	<p>City and County email addresses: council@grandcountyutah.net City-council@moabcity.org</p> <p>http://bit.ly/publiccommentform</p> <p>Email:</p> <p>Dear Council,</p> <p>I support responsible recreation and support efforts to protect and increase access to recreation resources. Outdoor recreation is an explosive industry where new markets for experiences and products emerge suddenly. This provides challenges for policymakers and the public to accommodate these new users. This growth also creates significant economic opportunities that have benefitted Moab residents and Moab businesses greatly. We are aware that the recent surge in UTV use in Moab is leading to noise nuisance complaints. Utah state law allows street legal UTVs and ATVs to use public roads, and we support these protections. Street legal access increases access for these users and eliminates problems such as trail-head congestion and many other issues. We recognize the challenges that come with abating noise nuisances, and we are wanting to work with the City of Moab to educate users in ways they can minimize noise impacts while riding on public roads. We wouldn't support the codification of any policy that would unfairly discriminate against street-legal OHV users. We believe the city should find ways to enforce violations of ordinances in a way that targets wrongdoers instead of trying to find ways to categorically deny use of roads to street-legal OHV users. We look forward to finding common-ground solutions to these challenges at the same time we recognize that a categorical denial of use of a public benefit by a specific group is discriminatory by nature and can't be the starting point for authentic compromise.</p> <p>The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported.</p> <p>Thank you for your time.</p>
10/18/2020 19:58:06	Chris Johnson	<p>Please dont punish law abiding utv enthusiasts for things small percentage is doing.</p>
10/18/2020 20:14:06	Justin Hartle	<p>As an avid outdoorsman and UTV enthusiasts it is infuriating that you as government officials feel that you have the power to overreach and abuse your standing within city and county government to voitate all citizens rights to public lands. The offroad community put moab on the map and we spend millions of dollars annually supporting your town. I strongly oppose your ban on UTV's and OHV's in restricting our access to trails and operating street legal machines in town.</p>
10/18/2020 20:43:49	Dee McNenny	<p>Edited comment to City:</p> <p>I own a street legal ATV (a GoatBuilt tube buggy), and also own three jeeps. All of my vehicles have mufflers, which are wrapped to quiet them even further. I hate the noise of some street legal ATVs and agree that it needs to be addressed.</p> <p>I support the city and Grand County in enforcing stationary sound testing at 20' from the exhaust of the vehicle being tested, and in training officers to do the testing. This test is proven to be very effective, more so than moving tests. Checkpoints would not be required and testing would be done on vehicles a trained officer determines to be louder than permitted by the existing noise ordinance. In that way those of us who aren't causing noise pollution are not punished and those who are behind the problem are identified and pay the consequences. That includes the hot rodders that are cruising through neighborhoods and on Main. There are plenty of pickup trucks and passenger cars that are as noisy or worse than many street legal ATVs.</p> <p>Regarding the effects of the proposed speed limit change, what problems will result when a lot of traffic, much of it smaller than the average SUV, is suddenly required to drive 10 miles per hour under the speed limit up the hill to Sand Flats, in Spanish Valley, and through neighborhoods? How will regular traffic pass them? This scenario raises the specter of road rage and accidents with larger vehicles swerving around street legal ATVs and potentially colliding with bicyclists and other vehicles. Some street legal ATVs are a little quieter at 15mph than at 25, but now they will take longer to drive through the neighborhood, so the perceived benefit of that speed reduction may actually be zero.</p> <p>Finally, the city should consider that although this town has many rental ATVs, many more than that come here that are privately owned. Restrictions on the rental companies will likely result in an increase in privately owned machines, and a net increase in noise.</p> <p>Enforcing the sound ordinance using stationary testing is the single most effective and speedy solution to Moab's noise problem.</p>

Timestamp	Your Name	Your Comment
10/18/2020 21:00:47	Jessica Hover	I was born and raised in Moab, most of my family is still there. My parents gone is on 5th West and as you know is a main thoroughfare for traffic. There has never been a time where SXS traffic noise was a bother to daily life. It's the same as Jeep safari, the countless marathons and diverted traffic doesn't impact their, or mine as I lived there for the first 19 years of my life, daily life. Is it something you have to deal with? Of course, much like allergies, mosquitos as all those other small annoyances in life, they will always be there. I live in Salt Lake now and have SXS driving though my neighborhood daily, I certainly will not be trying to ban them. Before you think about banning such a huge part of the Moab economy think of all of your citizens who struggle to live with your ridiculously high cost of living.
10/18/2020 21:21:26	Dave Hancey	Greetings, My wife and I recently joined the UTV community. It's something we enjoy doing very much. Utah has such an incredible and diverse landscape. We have enjoyed recently, a trip on the Piute Trail system, where we stayed at a locally owned RV park, in the town of Marysville, where we learned about the riding rules and opportunities for the trail system. The towns around the trail system have all learned what a great benefit it is, having the tourism dollars in their communities. They have developed this resource in some great ways, that benefit both the residents and the visitors. I have yet to visit the town of Moab, but it is one I intend to get to very soon. I support efforts by the Moab city council to protect the access rights to these beautiful natural resources for all persons and access methods. I feel generally, that it's consistently the poor choices and actions of the few, that have the most negative impact to the vast majority of people, especially those who love being in Utah's wild country. It is my suggestion to the council, to study the policies of the towns surrounding the Piute Trail system. They have found ways to coexist and even mutually benefit from the beautiful natural resources that are so abundant in Utah. I support efforts to teach people the proper way to behave and respect the natural resources of the state, and their surrounding communities. It never serves the majority of respectful citizens, buy punishing the minority, for the actions of the few. Well published and enforced statues, will bring the biggest benefit to the most people, without punitively punishing those that do, and will, respect the environment and it's surrounding communities. Please don't take away my right to enjoy the beauty that is Moab! Respectfully, Dave Hancey Perry, UT
10/18/2020 22:00:23	John johnson	I am not in favor of any detrimental actions being against ATV users, tour guides, or any of the associated industries unless it is proven that they are legally irresponsible. Has any consideration been given to setting up an "unbiased" monitoring system in areas that seem to be the most problematic? Video and sound monitoring together might help identify any and all offenders as well as real problems. It's easy to complain but that is not proof that there is a legitimate or legal problem. Relying on the human element alone should not determine the fate of everyone involved with this issue.
10/19/2020 5:19:55	Rich Hamiel	I am a resident of Kane county, I see these UTVs getting completely out of hand. I live on a 25 MPH road and at many times I see UTVs doing at least 70 MPH. Absolutely no respect for residents or the woods where I live. I agree something has to be done, maybe stiff impound fines minimum of two days for breaking the law. And yes I am a responsible off roader.
10/19/2020 5:23:29	Peter Adams	I value Moab and Grand County as one of my favorite recreation areas and I visit the area approximately 6 times a year. Anything that the Local law makers do that is seen as restricting the way I responsibly and respectfully recreate, will have a negative influence on how I view Moab and the surrounding area.
10/19/2020 6:11:59	Michaelle Foy	I have been in Moab for 24 years and have witnessed What the UTV industry has done for Moab. Millions of dollars and hundreds of jobs have been created by UTV enthusiasts. Yes it's a booming industry and there will be some mowing pains. I recall almost 20 or so years ago jeeps safari was out of control. Dui check points jeeps causing way more problems than the UTVs ever have but they got that under control. I own UTV's and ride from our house almost daily to go to trails or even take our Labrador for a ride which he loves. I am for motorized recreation and street legal UTVs! I am a Local! Way more noise issues than utvs. Like Semi's and these little 4 cylinder souped up cars with high pitched mufflers. Street legal UTV's are here to stay and I will do my part to make sure they do! Remember who you work for beside the same 40 people that hate utvs that you continue to listen to. Moab Needs Motorized Recreation.....
10/19/2020 6:54:42	Charles Perry	To whom it may concern, Please look at the whole picture when it comes to UTVs. Dont let the bad apples ruin the entire bunch. I have been to Moab numerous times and have never felt the need to disrespect the local neighborhoods by rallying and being noisy. The UTV community is a big one. Bigger than the Off road jeep crowd. Please dont let a few idiots ruin our enjoyment and the money it brings into your local economy. Laws are on the books to take care of disobedience from all drivers. Lets just enforce them. Thank you for your time Charlie
10/19/2020 7:42:01	Jim Kone	To whom it may concern, The following was drafted by the group UTV Utah in response to the recent proposals. We all share the same common goal to work towards a solution that allows for responsible recreation while addressing the concerns of the citizens of Moab. I support responsible recreation and support efforts to protect and increase access to recreation resources. Outdoor recreation is an explosive industry where new markets for experiences and products emerge suddenly. This provides challenges for policymakers and the public to accommodate these new users. This growth also creates significant economic opportunities that have benefitted Moab residents and Moab businesses greatly. We are aware that the recent surge in UTV use in Moab is leading to noise nuisance complaints. Utah state law allows street legal UTVs and ATVs to use public roads, and we support these protections. Street legal access increases access for these users and eliminates problems such as trail-head congestion and many other issues. We recognize the challenges that come with abating noise nuisances, and we are wanting to work with the City of Moab to educate users in ways they can minimize noise impacts while riding on public roads. We wouldn't support the codification of any policy that would unfairly discriminate against street-legal OHV users. We believe the city should find ways to enforce violations of ordinances in a way that targets wrongdoers instead of trying to find ways to categorically deny use of roads to street-legal OHV users. We look forward to finding common-ground solutions to these challenges at the same time we recognize that a categorical denial of use of a public benefit by a specific group is discriminatory by nature and can't be the starting point for authentic compromise. The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported. Thank you for your time.

Timestamp	Your Name	Your Comment
10/19/2020 8:00:00	Stephen Patterson	As an OHV owner it disturbs me that the city of Moab wants to remove my ability to drive my vehicle on city streets. We vacation in Moab 6 to 8 weeks a year and use the campgrounds in town as a place to stay. We use a motor home and therefore do not have a vehicle to pull a trailer to the trailheads. By eliminating my ability to get around Moab we unfortunately would no longer consider Moab a vacation destination any more. I am sure there are other actions that can be taken to reduce the noise besides a total ban on side by sides. Designated routes and noise ordinances could be put in place to alleviate most of the noise. We love Moab and would love to continue spending our money in your community but will have to go elsewhere if you ban street legal side by sides.
10/19/2020 8:27:26	Mary Dixon	The amendments should not be allowed. The ATV/UTV community are not the only loud vehicles on the road (i.e. motorcycles, trucks and cars with modified exhausts) and should not be singled out. To punish the ATV/UTV community is simply stupid and the economic loss to Moab would be huge!
10/19/2020 8:44:46	randy tidwell	Hello We spent a week there in September and had a trip of a lifetime to your city. We rode our street legal utv's to the unbelievable trails and scenery. We have since heard about the debate to remove the vehicles from your streets. We stayed in a campground and ate at your restaurants, bought gas, paid trail fees, and purchased souvenirs. A lot of the people that travel to your city are in RV's and campers and cannot trailer to the trails. Please allow the street legal transportation to continue and I understand that a bad apple can spoil the whole bunch but when you have a person breaking the law in any vehicle make it tough on that person and not the whole group. Our group is already planning a trip next year with more friends! Thanks for reading this.
10/19/2020 9:11:09	Tracy Bentley	Hello all- I am writing to you regarding the unbearable noise in Moab. Since moving to Moab in the spring of 1999, I never would have imagined the noise and disruption we have seen with the legalization of UTVs on our city streets. I can hear them into the late night and before dawn. Just this morning I heard them at 6:15am, it was still dark outside. It truly has to stop. We need more enforcement - which requires more police officers and deputy sheriffs. We need STRONG enforcement of noise ordinances and speed limits, proper registration. We need curfews. Our streets should be much, much quieter than they are from 11pm to 7am. We need to enforce that local UTV rental companies have mufflers installed on their rental equipment that make them quieter. We need to stop advertising Moab. We have enough people coming here. No more permits for UTV rental shops. No more special event permits for UTV events. UTV owners transport these vehicles to Moab, they can transport them to the trailheads. Are they really allowed on the highway in 55mph to 65mph zones? Ideally, UTVs need to be banned from our streets. This one vehicle has transformed our town into something that is not sustainable for mental health and wellness. The constant roar has to stop. I have owned a home here since 2004. I recently had the wonderful opportunity to buy a larger piece of land where my boyfriend and I can build a new home that better suits our needs as well as a personal workshop. But I find myself questioning whether I want to build a new home in Moab and also questioning how much longer I truly want to live here and continue to own my business, which has been here since 1995. I never would have thought I would be willing to sell it all and leave but I am definitely contemplating it. All because of the noise. Please make some changes. (No more hotels and nightly lodging, we have far surpassed our capacity..but that is a whole other issue) -- Tracy Bentley Shop Owner Chile Pepper Bike Shop 702 S. Main Street Moab, UT 84532 www.chilebikes.com 435-259-4688
10/19/2020 9:12:05	Matthew Smith	Dear Council, I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported. Thank you for your time.
10/19/2020 9:24:36	Traci Hightower	I spent a week in Moab riding SxSs and had an awesome time last month! We made sure our SxS was street legal and followed all speed limits and made it a point not to be noisy through the residential areas. As long as "you" restrictions are followed by riders, why would you take the revenue from your town? Not to mention the workers; waiters, waitresses, grocery stores, outdoor stores, etc.). You must admit ATVs, OHVs, UTVs, and dirt bike riders bring a lot of revenue to your town. We've already made plans to return next year. We drive over 1800 miles in our motor home pulling our trailer with SxS. It is impossible to trailer to trail heads without an additional vehicle. Please reconsider banning ATVs, OHVs, UTVs and dirt bikes from your beautiful town. Make the ones that don't follow the rules pay the price, not the ones that do. Thank you for your time and consideration!
10/19/2020 9:42:36	WENDY NORTHRUP	We are a family of UTV an love the outdoors,
10/19/2020 11:00:23	Nakell Zobell	I am an avid outdoors woman. I have a UTV and love riding in Moab. One of my favorite things about Moab is the atmosphere of the town, and being able to support the town by dining, shopping, and recreating in one trip. I am a responsible UTV operator and I know there are thousands of others like me. So please do not let a few bad eggs ruin it for all. Don't ban UTV's, ATV's, motorcycles and Jeeps from driving through town. I know that if that happens the economy in Moab will suffer, and I have family in Moab that rely on that revenue. I understand they can be noisy but it's not any different then semi trucks, diesel trucks, and loud cars with exhaust. We have all of those in our towns, and it's just a way of life. So please as I said before don't take it out on the UTV community. Moab has always been known for recreation, don't stop that from happening.

Timestamp	Your Name	Your Comment
10/19/2020 11:05:01	Katie Creighton	<p>I have lived here for my entire adult life (18 years) and like many other longtime Moab residents I have witnessed and participated in many changes to our community and landscape. I understand that change is inevitable, that some change is good, and that we must adapt to thrive. But the OHV noise and traffic congestion is not a change I think we have to accept, nor should we.</p> <p>I cannot sleep or relax in my own home without earplugs. It is difficult for me to work from home or enjoy putting in my own yard. I certainly don't need, want, or expect every trail or canyon to be quiet or non-motorized, but I struggle to find any place near Moab where I can hear the creek gurgle and the birdies chirp without hearing the roar of OHVs. I feel the need to escape my home in search of quiet but I fear I will not be able to readily leave town or return because of traffic congestion.</p> <p>For the first time in nearly two decades I am seriously considering whether I still belong in a community that prioritizes the rights of one user group over the wellbeing of local residents and other visiting user groups. I worry that residents and other visitors will feel forced to give up on Moab unless this is addressed seriously and urgently.</p> <p>We are exhausted, angry, anxious, and sad. Please help us.</p>
10/19/2020 11:20:29	Shane	<p>Let's please work together as a UTV community and as a MOAB off-road community to find ways to have alternate route that don't cause noise with residents or signs put up that say slow down turn your stereo off as a UTV Utah member I want to help work with the Moab City so that we can still have our UTV rights we cant target utvs when there jeeps buggys harley motorcycles etc i understand utv have gotten very popular and are crowding moab but lets work together</p>
10/19/2020 11:34:55	Paul Young	<p>To all please keep in mind that by targeting all due to the actions of a few is discrimination by all definitions. There are thousands of law abiding utv riders and numerous businesses that abide by all laws and regulations. Please address the actual problems and work with the UTV community to help educate and not dictate proper use of the public lands. Also be aware of the revenue produced by the groups of enthusiasts who use these lands and local shops/facilities.</p>
10/19/2020 11:47:57	Bryson Murray	<p>I just finished a wonderful weekend in Moab yesterday. While in town i leaned of your intent to prevent me and many others from ever returning. It was a common sight to see in Moab signs that read "Keep public lands in public hands"; this new batch of regulations the county and city have proposed seem like a complete betrayal of that sentiment. Should the signs be amended to "locals only"? Due to the large amount of attention this issue has stirred it was easy to see that the new regulations are short sighted and ultimately purpose driven to make responsible ATV recreation in Grand County unappealing; rather than actually having any kind of real and reasonable solution to the problems faced by the residents of Grand County. I also find the County and City's attempts to enact these new laws while simultaneously not enforcing existing laws that would curtail the noise issues faced by the residents of Moab and the surrounding area extremely alarming. To what end will adding more laws that further restrict reasonable access to public lands in Utah to law abiding citizens benefit Moab? The direct and endless targeting the off-road community by some of Moab's squeaky wheel residents needs to stop. My Family has made many wonderful memories over the years in Grand county and hopefully will continue to spend time and money in your community making more lasting memories.</p>
10/19/2020 11:56:54	Anthony Mancuso	<p>UTV Recreation is a small fraction of use per capita in SE Utah. However, UTV recreation is responsible for a disparate volume of negative outcomes. The benefits of UTV commerce in Moab are overshadowed by unnecessary noise, traffic hazards, and environmental destruction.</p> <p>If the negative outcomes of this use were characterized as pollution, UTV use would be considered a "non-point-source" when viewed at a regional scale. The way that non-point-sources are mitigated has historically been through broad-scoped regulation. Regulations of that type are difficult to enforce. (Look at the effectiveness of USACE for example). Paper tiger rules that are unenforceable will only show the community and our visitors that we don't take this issue seriously.</p> <p>It is impractical and inappropriate to suggest that UTV's be banned outright from public lands. That suggestion is contradictory to public trust values and agency multiple-use/sustained-yield directives. HOWEVER, some restrictions must be put in place in the interest of those same values. I suggest:</p> <ul style="list-style-type: none"> - Mandatory decibel restrictions within city limits. Don't tell me that it's not enforceable: figure out how to enforce it. - Rental companies should rent seats-per-group, rather than a UTV for each party member (you have a 8 person group? you rent 2, 4-person UTV's). There is operational precedent for this in MANY livery and tour operations: antelope canyon, whitewater Rafting, charter fishing, etc. - Banning UTV traffic along streets through or adjacent to "R" zoned areas, except for permanent residents of those areas. - UTV rental companies require renters to watch an "orientation" video. I suggest that the mandatory orientation video be made standardized for all liveries, and the content of such be produced and published by an independent commission of Local Government and Agency stakeholders/managers. The video shall address prohibited acts and EMPHASIZE PENALTIES for non-compliance. <p>We need to pass specific local ordinances that require compliance. Most importantly, Sheriff White and Chief Edge MUST be held accountable for enforcement of these ordinances.</p>

Timestamp	Your Name	Your Comment
10/19/2020 12:27:56	Stacy Tonozzi	<p>I am a business owner in Moab, who relies on a stable number of tourism to make a living or to "put food on the table" as the saying goes. If a person is from Moab, and have an established business in town, then he/she is aware of the "profitable" months and the nonprofitable months. He/she is also aware that the profitable months will carry the business and pay the bills for the non-profitable months. Welcome to being a business owner in a tourist town.</p> <p>My business relies on profitable months held by special events taking place in Moab, for example, Moab Jeep Safari, Car Show, Rally on the Rocks, Fat Tire Festival, etc.... Without these events, my business would fail. The small town of Moab, with a population of 5300, does not provide enough business for me to stay alive. (The City of Moab must realize that our profits come from tourism and tourism alone. They must not forget that Moab is a small, small town. 5300 people cannot feed everyone trying to survive in Moab) Without tourism, I would be forced to shut down and lay off people. The ATVs, UTVs, OHVs industry consists more than 60% of my business.</p> <p>Why would the City of Moab "NOT" consider issuing permits for special interest groups, rallies, guides, businesses for the ATV industry? Moab's local businesses is more than tee-shirt shops and trinkets. Cutting this industry out would only mean that all of Moab would lose a large portion of its income. The city and the county of Moab would be greatly affected by the lack of revenue.</p> <p>The real issue in the overwhelming increase in traffic. The ATV industry cannot be blamed alone for causing the increase in traffic and noise pollution. Due to COVID-19 shut downs the outdoor recreation industry is booming. The camping industry alone has experienced record sales by 5X. Retail stores are experiencing massive shortages in outdoor equipment due to the increase in customer buying. Almost every outdoor recreation sport has double this year including outdoor activities such as: hiking, fishing, camping, biking, rock climbing, rafting, kayaking, etc. All of these special interest group visit and play in Moab. All of these special interest groups are to blame for the increase of Moab traffic.</p> <p>I support lowering speed limits to help with noise pollution. I support other positive options to take that will NOT effect our local businesses and tax revenue. The ATV industry is open to helping.</p>
10/19/2020 12:28:54	Edward Dennis	<p>I support the use of UTV's in and around the City Moab and Grand County. I also support reasonable and responsible solutions to this perceived problem by the City of Moab and Grand County. I encourage the City of Moab and Grand County to meet with representatives from the UTV community, to find and effect a solution that is fair and amicable to all those involved in this sport and industry.</p>
10/19/2020 12:45:27	Alisa Morgan	<p>I am a former residence who still has close family in Moab. There are so many more issues that are a concern other than the small level of noise. There is not room at any of the trail heads to trailer UTVs. UTVs have to pay to license to be on the roads, which is more than bicycles do. They follow more of the traffic laws as well. Please use your voice and your energy to fix the other large number of important issues that our community has.</p>
10/19/2020 12:52:31	Krystal	<p>As an avid visitor of Moab, using our UTV, it would be horrible if we could not have access to the trails via the city streets we would no longer be able to ride the trails we enjoy, as we could not pull our 35ft toy hauler to each trail head. I do however agree that there needs to be further enforcement of the current noise ordinance and cooperation on both sides of the issues at hand. Please do not punish everyone for the wrongdoing of a few. The utv community as a whole wishes to keep these lands open for future generations of use, and also allow the residents to feel safe, and comfortable in their town. Please consider coming to a agreement we can all agree upon, rather than punishing us all for what a few do that is not acceptable.</p>
10/19/2020 13:04:38	Leo Williams	<p>Dear Council, I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported. We love Moab, supporting the local economy and businesses. Thank you for your time.</p>
10/19/2020 13:05:09	Sheila Williams	<p>Dear Council, I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported. Thank you for your time.</p>
10/19/2020 13:12:57	Samantha Derbyshire	<p>MAKE THE NOISE STOP!! The noise from the UTVs has become unbearable we need a solution</p>
10/19/2020 13:17:48	Les Roads	<p>I'm a concerned resident of Moab my wife and I love being able to ride our utv around town in order to get to the trails we ride on. We do see the noise issue being a problem. We also see the same noise issues with normal vehicles in town from motorcycles, import cars, diesel pickups with no mufflers, 18 wheelers pretty much anything on the street. We need to educate the visitors to Moab about the noise in town to respect the locals!!!! We have laws that just need to be enforced speed and reckless driving..... utv Utah has offered to pay sign and cost to install I feel that would be a step in this matter we need to work together not just single out one group..</p>
10/19/2020 15:40:35	Annie Payne	<p>I hate FUV's. I hate them with every fiber of my being. I hate them because they have ruined my community and ruined the wild country that I love. They are noisy, they keep myself and my kids up at night, they stir up so much dust that my asthmatic son cannot breathe, they pollute, they are dangerous and they are obnoxious. The people that drive them may as well wear signs around their neck that say "I can't drive a dirt bike". They tear up the 4 wheel drive trails in the area with their tiny tires. They rut up areas so badly that Jeep's can no longer use the trails. I live here. I vote here. I pay property taxes here. I want the City to limit them in every possible way. Require that they are trailered in town. Ticket them for noise infractions, require rental outfits in town to have mufflers on them and require they go with a guide. The FUVs with the trump flags that say "trump 2020 no more bullshit" should be ticketed for lewdness. The trump FUV's drive by my house multiple times a day with their flags waving with my kids outside! My kids don't need to see that and neither do yours. Our community needs your quick and swift action to limit these ridiculous nuisances. Salt Lake City has outlawed them on city street. They did it by standing up to the legislator. You too can stand up to the legislature.</p>

Timestamp	Your Name	Your Comment
10/19/2020 15:52:35	Scott Barraza	<p>Dear Council,</p> <p>My name is Scott Barraza and I have recreated in Moab many times in the past and plan to continue to do so in the future. I have driven both Jeeps and UTVs there. I have recently read about the councils plan to try and reduce the noise associated with UTV's driven on the area streets. I'd like to ask that the council carefully weigh the unintended consequences that the proposals will have on the town of Moab. I believe that Moab is about to trade noise pollution for traffic congestion. It is my opinion that the reduction in speed in town and the county will force many to trailer to the trailheads. This will have the side effect of more traffic in town as now there will be groups of people all traveling the trailheads with their trucks and trailers. The number of vehicles that each segment of road between signals can hold will be reduced. One truck and trailer will take up the same road space of at least two cars/utvs. It will also force those trailing to have to find adequate parking in the downtown area while shopping/eating to and from the trails. No longer will they be able to stop at a restaurant or store in their UTV for a quick lunch/supper. For those that choose not to trailer and deal with the speed reductions, they will be contributing to traffic congestion while putting themselves in possibly unsafe situations due to the speed differential between them and regular traffic. How much traffic can a group of several utvs slow down by driving the reduced speed limits in town on 191? Will this cause any road rage amongst the other motorists? What about unsafe passing to get around the slower utv's? In the county their effect on traffic will not be as noticeable but it will still be there.</p> <p>Should the utv restrictions be put in place I will be trailering to the trailheads. I sincerely hope that the trailhead parking is adequate and I can still find room to park my rig. I will also be limiting myself to where I can shop and eat. I will have to plan on only patronizing business with trailer parking. The downtown area will see less of my business from as a result. I will not drop my trailer to leave it loaded with a utv and the possibility of it being stolen easily while I go to town.</p> <p>Again please consider all unintended consequences before passing any utv restrictions.</p>
10/19/2020 16:04:58	Brenda Smith	<p>Dear Council,</p> <p>I have strong family ties to Moab. Both sets of grandparents lived here while growing up as well as various aunts and uncles. We frequented Moab almost every weekend all spring/summer/fall, spent every major holiday throughout my whole childhood and into adulthood here in Moab. I've participated in jeep safari, ROTR, the car show, easter egg hunts, fishing/camping in the La Sals, hiking to swim at left hand, fishing the Colorado river, watching 4x4 stuff at Lions Back and the dump bump, and many other various activities over the past few decades. I've seen the growth and changes in Moab. My parents met and married in Moab and even just bought my grandparent's place near the Apache motel on 200 S. They will be renovating and moving here to retire. They also own 4 units in Rim Village.</p> <p>I'm in town more often than most (about 12+ weeks of the year). I recreate in many ways, but at this time, it's mostly using my UTV. I also run the Moab UTV Facebook group. We promote responsible and respectful recreating, always. I can attest that the noise has grown louder over the years. The motorcycles and straight piped trucks/jeeps are MUCH louder than the UTV's. Granted, some UTV people do have loud exhausts (yes, they are annoying), but those should be held to a noise ordinance, just like any other vehicle that is breaking that ordinance. There will always be a few that break the rules and try to ruin things for everyone. I feel like the more we crack down on those laws already in place, and hit the pocket book of those that are breaking the laws, the better things will get for all.</p> <p>I have friends who recreate and patronize many businesses all year long with me in Moab that bring RV's and such. They do not have the ability to trailer to every trail. Also, the trail heads do not have adequate parking for all trailers to park at them. The congestion would be unreal. The infrastructure is not in place to sustain that amount of traffic. Also, we all pay our fees to use the roads in Utah. It would not be fair, or legal to take that right/privilege away.</p> <p>Please crack down on those breaking the rules and see the effects of that first and we as a UTV community will continue to educate our members to recreate responsibly.</p>
10/19/2020 16:15:50	Robert M Snow	<p>Dear Council,</p> <p>I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported.</p> <p>Thank you for your time.</p>
10/19/2020 16:19:46	Debbie Beauregard	<p>Raised in Moab, returned to Moab to retire. Purchased rentals in Rim Village for our retirement income. My family has been coming back for hiking, fishing, 4-wheeling, ATV riding, UTVs, etc. for the past 40 years. We spend a lot of time and money here. Moab city will be cutting into our income because many ATV/UTV people rent our homes. I understand that there are a few that ruin things for the rest of us, but most of the UTV community is respectful of the community. I think if they enforce the current laws for speed and sound ordinances, and the UTV groups keep talking to their members, that things will improve. I appreciate your consideration of the request of the UTV community to help with signage and distributing information about the preferred routes and laws. The people renting their homes and UTV rental companies could also provide maps for preferred routes and what not to help educate as many people as possible.</p>
10/19/2020 18:12:52	Jason Christensen	<p>My family and friends support responsible off road and mt bike activities in and around grand county several times a year. It would be a shame to punish a large group due to a select few individuals who choose to disrespect locals and local laws. I would like to see more enforcement and other options rather than a complete ban on select machines, possibly an advised route through town at certain hours and lower speed limits for off road vehicles if thats what needs to happen. My wife, myself and My children love your community and hope to be able to continue to recreate there in the future.</p>
10/19/2020 18:43:23	Bill Barnett	<p>Rather than eliminate UTV events, if noise is your concern, pass noise standards that only stock exhausts can pass, and then enforce it. Also, ticket unlicensed or UTVs that don't meet Utah requirements.</p> <p>Don't penalize those of us that are responsible users because of irresponsible users.</p>
10/19/2020 19:20:06	Kirk s. Hansen	<p>I live in la Sal but I work and recreate in Moab I was born in Moab and have been in this area for over 40 years. I love being a street legal utv user and the millions of dollars the utv industry brings into Moab.</p>
10/19/2020 19:26:42	Tiffany Windsor	<p>I have live in Moab for 23 years and my whole family has street legal utvs. We love to drive them from trail head to trail. There are worse problems in Moab that need to be taken care of instead of a few complaints about utv noise when semi noise is much louder.</p>
10/19/2020 19:33:49	Tyler Foy	<p>I am for street legal utvs, my family has been here for over 100 years, and everyone in my family has street legal utvs, the noise coming from utvs isn't an issue, cars with modified exhaust systems are much louder than utvs, and without all the utvs coming into moab, Moab will lose thousands if not millions a year. Moab is known for offloading and always has. If you ban utvs, Moab will lose millions and store won't make enough to hire more people moving in and Moab will eventually lose a lot of profit from people who own utvs and that come down to Moab to go offloading.</p>

Timestamp	Your Name	Your Comment
10/19/2020 19:34:52	Shelley Hupp	I support street legal UTV's in Moab Utah. I am a life long moab resident. My parents as well as their parents were life long residents as well! The UTV community brings millions of dollars to Moab each year!
10/19/2020 19:44:51	Michaelle Foy	I support street legal UTVs and all the different activities they have. I moved here 23 years ago and have NOT wanted to change things here. I moved here to for the out door activities regardless of what it is. The UTVs bring in hundreds of thousands of dollars the this community! I personally own 2 street legal utvs and enjoy being able to ride them through town to get to different trail heads and even to take my dogs for a ride! Which they love as much as we do.
10/19/2020 20:02:52	Jeremiah Windsor	I am a local Moab city resident, born and raised, I am also a local street legal utv owner. I done believe we have a noise problem in our community. I live on a busy utv street and have them buzz by my house all day and even in the night, never one time has it bothered me or been so loud I couldn't sleep. Our community receives a lot of money from our motorized tourists and believe it would only hinder Moabs industry to restrict these further. Any restrictions I vote against.
10/19/2020 20:42:52	Ginger C Allen	We need to completely reevaluate the way that UTVs are handled in this town. I join the multitude of other locals who are completely overwhelmed by the noise. The few months earlier this year of quiet reminded me that it can be possible. I moved to Moab for the solitude. No other recreationist who comes here is as frustrating and seems to collectively disregard the rules. These vehicles should not be considered street legal. I am so relieved that the National Parks did not follow our suit.
10/19/2020 20:44:10	Samantha Bonsack	<p>My concerns are less about the proposed conclusions and more about the process. Regarding lobbying the State for an exemption to the street legal use of UTVs;</p> <ol style="list-style-type: none"> 1. When was the lobbyist Casey Hill of Red Hill Strategic retained? 2. How much does this cost and from what budget? 3. What priorities were given to be lobbied on our behalf? 4. How have citizens been able to influence the direction given to the lobbyist? 5. What UTV specific direction has been provided/what lobbying efforts have been performed? <p>The extreme situation driving the consideration to request an exemption from State law has me wanting to ensure we have also addressed all measures to immediately alleviate the sound impact.</p> <ol style="list-style-type: none"> 6. Red Rock 4-Wheelers & Jeep Safari shows the benefits of having a group casting influence upon their users. The UTV community has offered to pay for a 'peer pressure' campaign to influence how UTVs behave in Moab by creating, financing, and distributing UTV-specific signage (respect neighborhoods, be street legal, reduce sound, lower speeds, preferred routes, etc). As they want to be in sync with the City/County, have any of these efforts to immediately reduce UTV impacts secured your support enough for them to move forward on? 7. Considering the importance of this issue, why is there no mention of it on your social media accounts, especially for requesting for public input as we've seen with the Arches Hot Spot project? 8. Are all comments to the Mayor, City & County Council being included, or just the ones from the link posted on the current Agenda? Where and when will the public be able to see all of these comments? <p>The concerns regarding the denial of the Rally on the Rocks permit can have them simply crossing over to San Juan County. This still allows UTVs on Moab streets, but without economic benefit while considerably increasing sound impacts as they ALL would be traveling up and down Murphy Lane, Spanish Valley Drive, and Highway 191 twice a day. A denial of the permit seems only be effective if land permit holders (BLM, etc) also denied permits. Is this the direction currently being considered or pursued, and if so, on what grounds?</p> <p>Again, thank you for your efforts and consideration for increased transparency. I humbly ask that you ensure a fair process by considering it being applied to an activity you hold dear as new precedences can have tremendous ramifications upon future, unrelated issues, activities, and/or events.</p>
10/19/2020 20:55:38	Elizabeth	I'm writing in hopes to be heard by the powers that have been elected by my community. It's clear there is a problem with the amount of noise and traffic there is in Moab, but community members I talk to feel there is nothing being done but the building more hotels and advertising to the world that we want them here. Now Moab citizens have no community to be a part of. Getting just a few miles down the road can take hours. We go to bed and wake up hearing Motors every minute of the day while feeling like a prisoner in our own homes unable to leave in fear of getting stuck in traffic lines as far as the eye can see or getting hit by careless drivers. I beg that we can take action ASAP to save what we can before it runs off what makes this town so amazing (it's citizens)
10/19/2020 20:58:24	Steve Evers	I am a grand county resident. I urge city council to work with the county to resolve the noise issue of UTVs. I have spoken with UTV users, and they have offered some solutions (and to pay for some of them) to help with the issue. I think we can work together to lessen the noise. The noise is unbearable. (I live less than 1 mile from city limits).

Timestamp	Your Name	Your Comment
10/19/2020 21:08:39	Anna Sprout	<p>UTVs have become an increasing concern. UTVs should be regulated and removed from city streets. Our community and government leaders need to make a stand against state legislation that attempts to prevent the removal of UTVs from city streets. It means going against the state for our community's needs and wellness. Stand up and make the change that benefits our city. If our community can do it, you can and should. To do otherwise, negates the needs of your neighbors, your community and your constituents. You shouldn't be where you are if you can't stand up to make change.</p> <p>Additional thoughts:</p> <p>Coordinate with Sand Flats and the BLM: Increase the entrance fee amount for single UTVs, such that it is twice/thrice the amount than trailered UTVs brought into Sand Flats. Use additional funds/any funds to create more trailer parking within Sand Flats.</p> <p>UTV specific route: 191 to 4th, past the high school, up to Sand Flats. Decrease speed limit to 15mph for that section of the street. Reason: school zone all day, could increase ticket prices, catch them on speed not noise. Easy ticketing set up, if you came from 191 (south) - no ticket. If you came from the north - ticket.</p> <p>9PM curfew for UTVs ONLY.</p> <p>Increase the price of noise violation tickets. Can't get a decimal reader, put speed traps/automatic ticketing machines on mill creek, 4th and sand flats, Kane creek.</p> <p>Need money for police force? Another tax, but on non-local businesses, hotels, etc. make those who don't live in our community, invest in our community.</p> <p>Definitely allow for no more UTV rental businesses.</p> <p>I can hear UTVs as I write this... on a Monday night.</p>
10/19/2020 21:12:54	Liz Moran	<p>We need some sort of regulations for UTVs. I am not asking for them to disappear, that is not realistic. I just want the noise to be regulated. I live off of 400 E and Mill Creek and the sound is CONSTANT. It has really changed my quality of life. I hear them at all hours of the day and night. I feel like I need ear plugs when I go for a simple walk around the block w my family. It is ridiculous. Please help out the community by helping to regulate the horrible, constant buzz. Thank you.</p>
10/19/2020 21:13:05	Mike Coronella	<p>This spring reminded us how it can be quiet in Moab. This fall has reminded us how the quiet is broken almost exclusively by a group that's allowed on OUR streets by the state: the UTV users. I don't have to go into detail for the Council to be aware of the issues: NOISE. Noise in neighborhoods and backcountry. Illegally parked huge rigs/trailers. ripped up trails and roads--and off-road areas. My paying clients note the noise--and they're here for quiet recreation--like the vast majority of visitors. My neighbors are equally disturbed. I support any action the Council can take to alleviate Moab from being overrun by OHV/UTV minority.</p>
10/19/2020 21:16:14	Sue Sternberg	<p>I live north of town, in Moab, grand county. I live near a major BLM camping area along a number of popular Jeep trails and the noise and lights AT ALL HOURS OF THE DAY AND NIGHT have ruined Moab's peace and quiet. These UTV/side-by-sides have changed its character from a portal to wild landscapes and staggering outdoor beauty into something stressful, destructive, hateful.</p> <p>Please require mufflers, trailering, curfews, cameras in the vehicles to monitor destruction, JUST DO SOMETHING.</p> <p>We don't need the money from this type of tourism, as its money from the devil itself and Moab is selling its soul.</p>
10/19/2020 21:18:49	Justin Rosenthal	<p>With NOW OVER 1700 SIGNATURES ON THE PETITION to address the issue of noise here, how can you ignore it any more? The people have spoken, and they</p> <p>DO NOT WANT NOISE FROM OHVs, LOUD TRUCKS, AND MOTORCYCLES</p> <p>period.</p> <p>I don't care about the tourist dollars... these people are chasing away uncounted millions in tourist dollars from quiet, respectful, low-impact tourists like mountain bikers, climbers, and hikers.</p> <p>They have quit coming in the tens of thousands due to this problem.</p> <p>So the tourist dollar argument holds ZERO water. We're probably LOSING money because of it.</p> <p>Given this, it is clearly time to prioritize the needs of</p> <ul style="list-style-type: none"> -Locals -All the low-impact, quiet tourists who aren't coming to Moab any more <p>above the needs of one narrow, noisy, disrespectful group of visitors.</p>
10/19/2020 21:26:57	Mary Howell	<p>Dear Council,</p> <p>I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported.</p> <p>Thank you for your time</p>

Timestamp	Your Name	Your Comment
10/19/2020 21:27:13	Chloe Hedden	I sent a comment last week that encapsulated my feelings about the UTV noise in Moab. I just want to say that it has been amazing to see the massive number of people in Moab over the weekend who have signed the 'Make Moab Quiet Again' petition. Its clear that I'm not alone in being utterly and completely fed up with the place that Moab has become. Please hear us and find some meaningful solutions to the noise problem soon. Thank you!
10/19/2020 21:27:42	Brian Week	Dear Council, I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported. Thank you for your time
10/19/2020 21:35:53	Anna Sprout	As a way to assist with UTV noise reduction, could Sand Flats increase the entrance price of single UTVs to twice or thrice the amount as trailered UTVs? It would mean considering UTVs different from vehicles and possibly restructuring prices, but it might be a great way to connect and make change with the community. For a single day use with trailered UTVs: \$10 (could include multiple UTVs) For a single day use with a non-trailer UTV: \$30 (single UTV)
10/19/2020 21:39:28	Lisa E. Boose	The noise pollution from the increasing number of tourists renting and bringing ATV/UTV machines has reached an intolerable level for the citizens of this community. It is unhealthy, disturbs the peace, and the irritation from the constant buzz greatly diminishes our ability to enjoy where we live. Hundreds are driven through our neighborhoods daily, for up to 10 months of the year. They should be trailered to the trail heads, neighborhood access blocked off, time limits, have a north and south ATV MALL where the outfitters can rent from, impose fines. I urge you to listen to the people, protect our rights to enjoy our homes and neighborhoods, protect our health and well being, for the majority of us are working incredibly hard to make this town function. It is clearly not sustainable for us to continue to function under this constant obnoxious irritation and assault to our nervous systems. Protect our community by protecting our people by protecting our peace!
10/19/2020 21:39:45	Steve Russell	Dear Sirs, please don't act to limit our access to areas in our beautiful state. I enjoy getting out on the trails sight seeing. I'm active in the state association and have personally been involved in clean ups in recreation areas. We are the most responsible citizens you could ever come across. We support the small towns we visit. We also have time, money, and the desire to vote. Thank you Steve Russell
10/19/2020 21:44:12	Candace Butterworth	I am writing in response to the excessive noise and traffic issues created by ATVs in Moab. Excessive noise is a major stressor which is creating sleep disturbances and anxiety. I've worked in the spa industry for 13 years in Moab and as a massage therapist, I've seen stress levels, anger and anxiety increase because of these elevated noise levels that are caused by these machines. I know people who have moved away from a town that they loved because they felt that their voices were not being heard by the officials of the town and nothing would change. I would personally like to see these vehicles off the streets and transported to trailheads on trailers. I believe there should be more concern for the compromised health of the community because of the irritating and unacceptable noise levels. I also think that there is an urgency in resolving these issues because they have been going on for years. We are are a breaking point.
10/19/2020 21:46:34	Caryn McGinty	Because this is a complicated issue, I feel that it requires a multi-pronged approach as follows: 1) OHVs must be equipped with mufflers, silencers, or other sound-dampening mechanisms AT ALL TIMES while being operated within county limits. (This includes on the trails, as sound travels far in our thin desert air and ricochets around our valley walls.) 2) The county must put a moratorium on new OHV outfitters and reject all requests for permits for OHV gatherings such as Rally on the Rocks until they can show that all entrants have complied with the above request. 3) The state of Utah must allow Moab to divert a reasonable percentage of our tourist tax money from advertising to enforcing existing noise ordinances and sound-dampening requirements as mentioned above. This includes funding for decibel meters and extra staffing. 4) Travel Council advertising must shift its focus from recruiting new OHV tourists to seeking those who have quieter past times until the other three requests are adequately addressed. 5) The council must explain to the OHV communities that it is in their best interest to get their members onboard with noise control, lest those who are now simply requesting quieter engines begin demanding an outright ban on the vehicles. If we work together to please both those who want peaceful homes and those who want to drive off-road vehicles on county roads, I feel we can come to a satisfactory arrangement. Thank you so much for your time and consideration on this matter.
10/19/2020 21:49:37	Peggy Nissen	We have lived here for 40 years and we love our community. Moab has grown and changed over those 40 years and we have accepted that communities grow and change. However, with the growth has come a vast reduction in the quality of life here. The noise from UTV's has destroyed any peace that was left. Please work to reduce the noise so that those of us who have spent our lives contributing to this community can live here in peace. Thanks, Peggy Nissen
10/19/2020 21:59:29	Tyson Girardo	I have been coming to Moab for a very long time. Started with jeep safari roughly 16 yrs ago... I absolutely love Moab and would like to continue to bring my kids there for unsurpassed memories. I own a street legal r2r with stock exhaust. Most of the jeeps that pass down there are louder then my machine... while down on the trails I have taught my children to pick up ant trash or waste we come across to help keep the environment clean. I have seen more oil leaks and fluid leaks from jeeps than from any side by side in my times down there. I feel this us discriminating towards utv owners.. please take this into consideration, dont punish a group,punish the individuals who aren't law abiding.
10/19/2020 22:00:31	Sylvia A Bentley	Hello there, I'm writing in support of joint measures between the city and the county (where I live) to tackle the growing noise caused by motor vehicles. I'll keep this short because you have so many comments. OHVs are my main concern at this time, but I think other vehicles causing noise, such as trucks and motorcycles could also be addressed. I've noticed the increase this fall and I support action to help solve this growing public health concern which is negatively impacting the neighborhoods of many long-term residents. Thank you.

Timestamp	Your Name	Your Comment
10/19/2020 22:06:21	Stacy Kennedy	I live on 400 E and I am astonished by the noise, at all hours of the day and night. I don't even bother to sleep with my windows open since I almost always end up needing to close them. The noise ordinances need to be enforced, and sxs vehicles need mufflers!
10/19/2020 22:07:23	Bruni Mason	The constant loud noise in Town created by Vehicles designed to be use in the backcountry is unbearable. Trailer those vehicles to the trailheads. Do not allow them on our city streets and in residential neighborhoods. Please lets go back to trailoring the UTV ATV Side-by-sides to the trailheads. Also do not allow them on HWY 191 , it is just not safe.
10/19/2020 22:28:33	John Aldridge	Moab City's continued tolerance of FUVs is problematic because a thorough understanding of the needs and values of local individuals was not conducted and thoroughly considered. In previous comment periods, we were never told it would be this LOUD, DANGEROUS, and DAMAGING. With the number of deaths we have had in recreation over the years, I am astonished that the City Council would even consider allowing further dangerous activities to run this rampant - and all for what, tourism? The mighty dollar? What about the value of the quality of life for all involved? Shame on the City Council for allowing the continuation of these "recreational" devices, while not doing their best to insure the proper mitigation of the externalities, while instead placing the burdens on the backs of loyal and loving, tired and stressed residents. When will the City
10/19/2020 22:30:03	Bonnie anderson	I have written many a letter to local constituents over the last several years on this subject of NOISE. I am one of many residents of Moab who are at (or past) our breaking point. I am a long time resident, since 1989 and have lived in the same house since 1999. My home happens to be located on Spanish Valley Drive, a favorite route taken by the LOUD OHV's, many of whom have a secondary property in the valley. I hear them all day long. And then I have to hear them roar all night long. It's insane not to be able to have peace in your own home. Especially when you've chosen an isolated, small rural town environment to live in with minimal amenities, because you want the quiet, and nature, and the stars, more than restaurants, shopping, entertainment, and masses of humanity. Get them off the streets NOW. Please, no useless and wasteful bandaids, like measuring dB levels, designated routes (someone will suffer), or lowering their speed limits. That will just prolong their passing by, and cause even more congestion as other vehicles will be forced to slow down and line up behind them. We already have enough of that happening. I believe the win/win answer is to make them QUIET. Period. Better for our community, better for wild life in the back country, while still allowing them free access (as much as I'd like them to disappear entirely, this seems like a realistic compromise). Require a muffler to bring down the decibel level to the AT LEAST the same as an average passenger vehicle. If that can't be done, take them off our pavement! Require trailoring to the trailhead. There is ABSOLUTELY NO REASON these exponentially louder engines should be running around our streets 24/7 in the hundreds. (Not to mention safety, another important and relevant concern). They are MADE FOR OFF-ROAD for crying out loud. Not pavement! PLEASE TAKE SERIOUS ACTION. As I write this, the roar of countless OHV's have zoomed past. I cannot open my window or god forbid go in my backyard because of the non stop racket. I'm begging. Our sense of well being and mental health is at stake. I really don't want to be forced to move from my beloved Moab home of thirty years, but that may be what it takes if things don't change.
10/19/2020 22:34:35	Reggie Rappleye	Dear Council, I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV owners and OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported. Thank you for your time.
10/19/2020 23:20:29	Elana Davidson	I have been sent personally attacking messages just for suggesting that we do something about the noise in this town. Why should one form of recreation have the right to ruin the enjoyment of this beautiful place for everyone else? It seems like the loudest and most obnoxious form of recreation is declaring that their rights are being threatened because anyone should suggest they have anything but free reign. I'm not opposed to offroad recreation or UTV's even, but I'm opposed to them dominating our community, waking me up at all hours of the night and making moab a far less pleasant place to live for everybody else. The way it goes right now, UTV's get to take over moab and get what they want at the expense of everybody else. They should not get to dominate and take over our community but be part of the diverse recreational activity that this town has to offer. Currently they are negatively affecting a lot of those other activities, including just being able to sleep and enjoying living in this town. Something has GOT to be done to restore some order and balance. This year is by far much worse than last year when the noise was one or two weeks and then manageable besides that. We can't just keep making excuses that the state is tying our hands. We MUST take action and figure out what we can do, and if it has to happen at the state level, then we must put real and consistent pressure at the state level to create a necessary change. Don't let one form of recreation run people who have lived here for decades out of town and ruin moab for everybody else!!
10/19/2020 23:20:57	Pete Gross	Two friends of mine from out of state who have been regular visitors for the past two decades spent last week with me. Neither had been here for the past 5 years and were eager to return after a multi-year absence. They were appalled by what they saw and HEARD ... and could NOT hear. They wondered how Moab could have morphed from a peaceful, inviting gateway to some of the most amazing landscape on the planet into a nightmare scene of Mad Max-like vehicles swarming the town and shattering the soundscape of the city and surrounding public lands. I wonder how much more of this I can live with. As the noise once again jarred me awake as I was dozing off to sleep, it struck me. Randomly bombarding people with noise and depriving them of sleep are time honored torture techniques for breaking people down.

Timestamp	Your Name	Your Comment
10/20/2020 0:27:07	KATRINA HERMAN	<p>We must address the UTV and after market muffler noise issue. It is simply unbearable for the citizens/homeowners in the affected neighborhoods. I've lived in the same house for over 15 years and have never experienced this level of constant noise. The noise from the UTV's is maddening. It literally never ends. I rarely have a quiet moment in my own home now.</p> <p>Decibel level limits, patrols, time curfews and moratoriums on new UTV rentals need to be discussed and implemented.</p> <p>The quality of life in Moab and the quality of the travelers experience has sadly deteriorated. This UTV situation is driving other types of tourists away. I realized today that I haven't seen a biker peddling up to Sand Flats in ages. How did one specific industry get such a grip on our town so quickly to cause such a dramatic change to our town?</p> <p>Address it!!!</p>
10/20/2020 6:11:28	Kerry Jo Soliz	<p>My once happy home is under siege. From morning till past dark, the noise from UTV's blasts my neighborhood. There are times when it is hard to hear conversations in my home. This must be resolved. Why are these vehicles on our streets?</p> <p>These vehicles need to be trailered out to the trail head. This would self regulate how many would be on the trails at any given time.</p> <p>Many actually enter our neighborhoods. I am often awakened by UTV's lost in my neighborhood driving up and down in front of my house trying to figure out where to go.</p> <p>My suggestions:</p> <p>Law enforcement need to be a presence on 4 th East and 5 th west.</p> <p>Traffic needs to diverted around neighborhoods.</p> <p>Signs need to be posted on all neighborhood entrances along 4 th East "not the sand flats road"</p> <p>UTV's banned from our city streets.</p> <p>Please help us.</p>
10/20/2020 6:50:24	John Mealey	<p>Please do something to get the UTVs off of our public roads! They are overly noisy. They, largely, do not follow the rules of the road. They are not equipped with DOT approved tires, which regular motor vehicles are. Many are not registered. Many of the drivers are not licensed (you can tell by their ages). They need to be trailered when on public streets. Please get this done!</p>
10/20/2020 7:12:47	Shannon Meredith	<p>Please require that UTVs be muffled if they are rented or driven in Moab. Please get them to the decibel level that doesn't disturb people and wildlife. If they sounded like a golf cart or like a typical car, I wouldn't care how many were driving around. As a climber, hiker, and river runner I am personally more bothered by the sound of them on Kane Creek Road, River Rd(128), and Potash Rd. The noise echoes off the canyon walls making peace and communication impossible as they pass (usually in large groups—why???) I think of the critters too. I love driving UTVs and OHVs. There are good places for them and they are fun! But car roads in town and canyons aren't the place for them. They are made for roads where cars don't go and that is where they should be. The faster they go, the louder they are.</p> <p>PS Some drivers definitely enjoy revving through neighborhoods as they pull the 'throttle down'.</p>
10/20/2020 8:07:01	John Briggs	<p>Thank you for helping protect and provide access to one of the most beautiful areas on this planet! I have been coming to Moab and the surrounding areas literally my entire life!</p> <p>I am now an OHV owner and bring my kids to your area. We were just there last weekend! We, like most OHV users, are responsible and respectful of the trails, parks, and your city.</p> <p>There has been discussion of modifying access for OHV users based on the actions of a very small minority of users. I urge you to reconsider and maintain access for all of those that seek recreation in and around your city!</p> <p>Unfortunately there are, like in any group, a few "bad apples". We do our best to set a good example and discourage inappropriate behavior when we see it. That does not stop the few that choose to disrespect the laws and rules of the area.</p> <p>Please do not punish the majority of us that love spending our time and money in your city due to the action of a few people.</p> <p>Warm Regards, John Briggs</p>
10/20/2020 8:24:15	BRUCE CONDIE	<p>It's way beyond time to take action on the UTV problem. START ISSUING CITATIONS FOR NOISE, LACK OF REGISTRATION OR INSURANCE, SPEEDING, AND ANY OTHER OF THE MANY TRAFFIC LAWS BEING VIOLATED BY THESE MACHINES.</p>
10/20/2020 8:26:54	Sarah Topp	<p>I live just outside the city limits on Murphy Lane. The noise of UTV's as they speed up and down my street, Spanish Valley Drive, Highway 191, and the dull roar of them as they run around on city streets makes it impossible for me to relax inside or outside my home anymore. Peace and quiet are essential to my well-being. Please require these machines to be muffled when they are driving in residential areas. They are not meant to be driven on city streets - even the manufacturers say this. Enforce the noise ordinance, speed limits, and vehicle regulations. I see many UTV's lacking plates and signals. These people are running roughshod over our town. If they were quiet and obeying traffic laws nobody would care how many of them are driving around. If they feel they are being singled out, it's because there are so many of them! If large groups of Harleys were cruising our streets, I bet our law enforcement would run them out of town. Oh, wait - that already happened. Please respect the people who live here and work hard to accommodate our tourist industry. We cannot all move away! Thank you for considering my comments.</p>

Timestamp	Your Name	Your Comment
10/20/2020 9:23:35	Jeff Stevens	<p>My wife and I have lived and worked in Moab since 1998. We both own modified full-sized rock crawlers, licensed and plated as full-sized street legal ATV's. The street-legal ATV law has allowed us to drive from our home in Spanish Valley to the trailheads. Because of a lack of adequate trailer parking at many trailheads, plus the fact that many trails enter and exit at different points, trailering our vehicles is not always practical. The street-legal OHV law, allows us to enjoy many of the trails that would otherwise be difficult or impossible for us to access. I agree that "something needs to be done", but I strongly disagree with some of the "solutions" under consideration:</p> <p>A)A moratorium on new ATV related businesses and event permits. This will not only hurt many Moab business owners, but it does nothing to address the UTV owners who recreate here with their own vehicles. A better solution would be to strictly enforce the existing noise and traffic laws, for both renters and private owners, and hold rental/guide companies responsible for their customers who break those laws. Robust education and enforcement must be implemented first before punishing business owners.</p> <p>B)OHV speed limits within the city. This is something I can agree with.</p> <p>C)OHV speed limits in Grand County. I also agree with this, but only on residential streets. OHV's are already limited to lower speed limits on highways. Further reducing the speed limit on Highway 191 will create unsafe conditions for all traffic.</p> <p>D)Discussion on enforcement challenges regarding off-highway vehicles. I understand that proper noise enforcement would require some additional funds and manpower from the local law enforcement agencies. But enforcement could help lower noise levels not only from UTV's, but from all vehicles that contribute to our excessive noise levels. Enforcement of existing noise laws must take place before banning specific vehicles or businesses.</p> <p>E)Discussion on possible legislative action regarding off-highway vehicles. I adamantly oppose any attempt to ban street-legal OHV's from public streets. This would likely force many UTV rental and guide companies out of business. It would clog many trailheads with tow vehicles/trailers, and trailer parking will likely become a bigger problem along roadways and private property. And it would unfairly punish owners of street-legal OHV's, such as myself, who drive safe and quiet vehicles between our homes and trails.</p>
10/20/2020 9:32:29	Jared Wiggins	As a resident of grand county 43 years born and raised. I've raised my family here as well. Moab is a great place to live we encourage all recreational activities from biking to side x sides. All are welcome it brings revenue for our economy. All are welcome please keep it that way. Thanks
10/20/2020 9:41:32	CASSIE PAUP	I am not a city resident, but I work and pay taxes in the City. Please come together with the County, community and the State legislature to remedy the ORV plague in Moab. Let's find solutions to control this overbearing problem.
10/20/2020 10:07:37	Evan Tyrrell	<p>Dear Moab City Council Representatives:</p> <p>I applaud the recent efforts and research conducted by the County and the City regarding the ever-growing noise pollution issue from all-terrain vehicles (ATVs) in our community. I work in an office next to the Community Recycle Center (CRC), which is located at the base of a hill on Sand Flats Road. Compared to last year, the unnecessary and excessive noise generated from ATVs has increased exponentially. Hundreds of ATVs drive by our office on a daily basis, and it has become a very distracting and unpleasant burden to myself, my office staff, and users of the CRC.</p> <p>I fully support all efforts to reduce the unnecessary noise generated from ATVs in our community. However, I am concerned about the proposed resolutions that would establish lower speed limits for ATVs. The reference citations related to the associated reduction in noise as a result of lower speeds in the proposed resolutions appears to be solely related to automotive vehicles—vehicles that already have appropriate noise muffling devices. I do not believe that speed reductions for ATVs are the solution. First, creating lower speed limits for ATVs is almost certain to upset more people on the roads, creating dangerous conditions due to cars attempting to pass ATVs and possible road rage, exacerbating poor traffic conditions, creating overall unsafe driving conditions, and generating more reasons for everyone to dislike ATVs in our community. Second, most ATVs are not equipped with appropriate noise muffling devices, and I feel that a reduction in speed will only draw out and extend the unnecessary noise associated with ATV operations. Finally, every ATV stop and accelerate situation and uphill driving will result in the same amount of noise pollution we are already experiencing.</p> <p>The solution in my mind is to appeal to the ATV rental businesses in town and ask them to do the right thing: affix appropriate noise muffling devices to these machines. Instead of the City and County spending money on ATV speed limit signs throughout our community, use that money to incentivize local ATV businesses by financially supporting a portion of the cost associated with adding mufflers to the ATVs that have taken over our roadways, exponentially decreased our quality of life, and engendered anxiety among locals.</p> <p>Thank you for your consideration.</p> <p>Respectfully,</p> <p>Evan Tyrrell</p>
10/20/2020 10:30:14	Sallie Hodges	OHV's, UTV's, Razors, Side by sides what ever you want to call them now saturate Moab. It is impossible to live or visit Moab without encountering these motorized 'Cockroaches'. The noise of their obnoxious engines permeates every outdoor activity in and around Moab, whether that's camping, hiking, biking, climbing or even jeeping. They are destructive in that they continually drive off trail, and this is compounded by the lack of skill needed to drive them. Which brings me to safety issues. Every week EMS is called out to a UTV accident usually involving a rollover. Luckily I moved from Locust Lane before things got out of hand, but I can imagine how awful it is for people living in neighborhoods where these things invade on their way to trails. Thank you for listening!

Timestamp	Your Name	Your Comment
10/20/2020 10:30:16	Carrie Bailey	<p>Dear City Council and County Commission,</p> <p>Thank you so much for addressing the problems our community is having with UTV noise. I live very near one of the routes to the Sand Flats, so it is something we experience most every day and the numbers are only increasing and getting louder. The noise is outrageous. I understand that UTV stake-holders are objecting to the voices of the community, and are saying that we are a minority, but I'm pretty sure that is far from the truth.</p> <p>The sound of this motorized chaos has had a negative effect on our lives, and our well-being. I don't need to describe to you the noise and the effects on people in their homes. I'm sure that will be repeated over and over to you. But being told to "move out and go somewhere else", and "you should have known that Moab was the off-road capitol of the world before you decided to live here" has been unsettling. I wonder if Moab really needs those kind of visitors or businesses. I've lived in the same spot in town for over 50 years and would never agree with that vision for our future. It's just not how many of us who have made our homes in Grand County feel about our community.</p> <p>I participated in the beginning of the "Throttle Down In Town" effort to compromise with UTV proponents, the Travel Council, and law enforcement. It really turned out to be nothing but handing out signs with a side of pacifying. Things have only gotten unbearably worse.</p> <p>I expect that if this UTV traffic and noise increases, or something isn't changed, property values and even the tourist economy in the county will be affected in a negative way. I know there are many informed folks in town who have concrete ideas to share with you to deal with this. Please listen to them. Please seek out information from other towns and counties. And please listen to everyone who is concerned, stressed, and unhappy with the situation we find ourselves in.</p> <p>Thanks again Carrie Bailey 46 South 200 East Moab Utah</p>
10/20/2020 10:30:35	K Green	<p>I have become aware of Moab city officials to try to restrict OHV usage in the Moab area and also targeting OHV businesses. Although I am not a resident of Moab, I have used many facilities there - not only related to OHV but also hiking, mountain biking and nearby National Parks. I urge you to find a way to incorporate all those who come to your amazing area and not discriminate against a select group. I have seen great things from all groups and also terrible things from all groups. When one group is singled out and the problems still persist, what then? I know that most people are more than willing to help come up with a plan to satisfy the majority of the residents (can't please everyone - -) over their concerns. Please continue to include everyone - it's what makes the place great.</p>
10/20/2020 10:32:32	TaLeah Anderson	<p>Dear Council,</p> <p>I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV owners and OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported.</p> <p>Thank you for your time.</p>
10/20/2020 10:38:36	Michael Pace	<p>Dear Council,</p> <p>I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV owners and OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported.</p> <p>I visit Moab at least 3 times a year. I spend about \$800 each time I come down. I come down in a group of at least 4 of us. So about \$3200 we spend each time. May not seem much. If you choose to do the ban, I will take my money else where were I am welcome.</p> <p>Thank you for your time.</p>
10/20/2020 10:41:41	George Becker	<p>It seems the proposals before the council targeting the UTV/ATV are a bit short sided, you are throwing out the baby with the bath water, deal with the problem offenders with current laws and statutes, rather than punishing the whole utv community</p>
10/20/2020 10:42:03	Michael D Espinoza	<p>Myself and my family have been visiting Moab since I bought my first Jeep in 1997, and am growing increasingly concerned with the "resolutions" being proposed by some of the Moab community to address OHV/UTV access. Both of my sons have grown up in the Jeeping community and have also built their own Jeeps that they take to Moab to enjoy the beautiful area and activities. We have always stayed at local hotels, bought supplies at local stores, and eat at all of our local favorite restaurants. We feel now that we are being looked down on as "outsiders" by some of the local representatives that only see the Jeeps/RZR's on the street as a disruption to the community. The Moab community has thrived on the support of the rest of the state and even those that travel great distances to experience Moab. Please don't alienate those that help the community prosper. My family looks forward to our Moab trips, and hope to keep enjoying those for many years to come.</p> <p>--</p>

Timestamp	Your Name	Your Comment
10/20/2020 10:43:07	Karen Fallon	I have been a full time resident for 5 years and was a seasonal worker for another 11 years before that. Moab has become much busier, especially in the last 5 years and ATVs are becoming a huge problem. Many don't stop at the stop signs at sand flats and Kane creek. I live near sand flats, during the day the noise is non-stop and even hear the noise til midnight! Banning them is not the total solution, and there is not enough room at the trailhead for all those large rigs to park. If anything I would like to see regulations on hours they can operate in town. If they want a night drive they can take their rig to the trailhead as things clear out by then. Companies in town can have a set route where their customers can drive to the trailhead. Residents can get a permit to drive in town, but all others will be restricted to designated routes and have regulations for mufflers and non-stock modifications. If they are not renting from a local company do a charge per vehicle per day for driving in town. If they want to avoid the charge they can trailer to the trailhead. Although I don't want to see these being diverted more into neighborhoods. I think they should not be allowed on 191/Main Street, except designated routes for tours. They are a recreational vehicle and should not be used to run around town for dinner, shopping or just for fun. Banning them totally is not the solution, but regulating what, where and when they can be used in town will go a long way to reducing noise, we need to stop making it a free for all in Moab.
10/20/2020 10:46:03	Jeremy Swindlehurst	Noise pollution is degrading the quality of life in Moab. The rapid rise in popularity of street legal OHVs has created a negative impact in our neighborhoods as well as resonating deeper into our recreational areas. These are places that people have come to not only for their scenic beauty but also for the opportunity to enjoy peace and quiet. As a citizen of Moab, I feel that the issue of noise pollution needs to be addressed and a compromise reached so that our mixed use area can come back into balance.
10/20/2020 10:46:44	Peregrine Houck	RZR's are out-of-control, something must be done. The noise, exhaust, and erosion of trails adds up to a damning case. I have no intention of leaving. I love it here. I am a hiker, and avid amateur photographer. The noise is disturbing not just at home, but on the trail. I for one do not have a "Disneyland mentality" when it comes to Public Land Use. We are meant to be stewards to the land, not just see it as a resource to be exploited. Locals and the workforce should not have to put up with it just make due with these gridlock traffic days. Thank you for your time, thank you for your service. Now do your jobs, and actually do something. Stop advertising. Shut Discover Moab down, right meow. "Do it like a Local" is also a bad joke of a failed campaign. -Perry Houck
10/20/2020 10:51:43	Kenny Familiar	I live in Utah and I visit your beautiful town and county. Me and my friends come down and stay in your hotels or arb&b's and spend our hard earned money in the shops and restaurants all over. When I'm driving throughout the towns in my sxs, I do respect the residents of the town by not having my stereo load or driving to fast. I think you shouldn't point fingers at us for the noise levels that our machines put out. Instead I think there should be a study put out there of different vehicles and the decibel levels those vehicles put out. Either it be motorcycles, bulletbikes, wrx cars or muscle cars, jeeps, buggies, but don't just single sxs out. Thank you for your time and I hope we can get this situation Resolved and all have a good and peaceful time around your towns.
10/20/2020 10:54:57	Craig Romrell	OHVs are a big part of Moab and being able to see the beauty that is Moab. I understand the concern of noise and licensed vehicles. I believe there are many solutions that can be put in place to keep the economy thriving with OHVs and keep sound levels down in the city. My children 5 and 7 would love to see Moab more in the future and the best way for them to do that is in an OHV. OHVs allow access to many different types of people, disabled, elderly, immobile, children etc. We need to keep OHVs allowed in town and on the trails. To single out a single group of people is not the right way to go about this.
10/20/2020 11:02:22	Curtis fluckiger	Hello, I have spent many of years spending time in Moab love it there. I'm born and raise in Utah. I love all the beauty Moab offers, I love off-roading there, just would like to have a say that these upcoming street legal issues need to be addressed equally. I feel like there can be a way for all of us to work together to quite the noise issues in town. Please consider all Opinions on this issue. Thank you
10/20/2020 11:03:04	Jenifer Evers	I wrote another comment but not sure it went through. This town is being destroyed by overuse. The most prominent user these days is ohvs. They are loud and they tend to tear up the environment far more than any other user. The impacts of their use on trails is painfully evident. At bare minimum, noise needs to be addressed. There need to be laws and sanctions regarding behaviors of all users. if laws are not enforced, they are meaningless and irrelevant. I know that we need more law enforcement in this area to manage all of the problems we have. However, I also know that funding is an issue. That is a whole different issue. At any rate, I think that we need to start charging for use of trails here. I am an avid cyclist and would gladly pay to use a wide variety of areas. Tourists need to pay as well. Their use of our resources diminishes its value and that should cost something. Businesses resent it when you put a moratorium on the type of business they run. While I would love to see fewer OHV businesses, perhaps a more effective solution would be to implement a permit system for all trail areas. A good place to start is requiring noise dampening equipment on all ohvs. As a local who has lived in Moab for nearly two decades, I am so weary of tourists. There seems to be a growing anti-tourist sentiment in this town and unless things change it will continue. I get extremely fed up with knowing that I pay taxes and contribute to this community in other ways while tourists really pay very little for the enjoyment of this area. In general, they need to be paying more. Their use reduces the value of this place and that needs to come at a cost.
10/20/2020 11:05:37	Nina Christensen	I understand there is an issue with OHV noise, and do agree it should be addressed. I hope all options can be weighed before a rash decision is made. Eliminating street legal OHV/UTV's from Moab streets and forcing them to trailer to the trail heads will cause a disaster. Many of the trails/areas are mixed use so creating parking and congestion issues at those trail heads will also affect other users such as hikers and bikers. I urge you to find a solution that would benefit all sides. Thank you!
10/20/2020 11:13:11	kfife3@hotmail.com	As a nurse who either gets up at 5am to get ready for a 12 hour shift in the ER or tries to sleep all day so I can stay awake all night, having some quiet is essential. I'm sure it is to many who work odd hours or just plain want to sleep. I'm a block off Mill Creek and can hear the UTV traffic loud and clear through closed windows at all hours. I expect some noise during the day being in town and make accommodations to help with that. But the UTVs are just crazy loud-even with earplugs! But 10:30pm? It's just as loud! Other vehicles are not that loud-what about an ordinance that requires UTVs to have a muffler or some noise dampening system if driven in town? Otherwise, trailer it to the Trailhead, many bring them here that way anyway. Add to that a time at night when they can't be driven in town to preserve some quiet for sleeping. Lack of sleep is a health issue and can worsen or cause health problems the longer a person experiences it, research has shown this. People who provide essential, lifesaving services to locals and tourists alike need sleep. Research has also definitively shown an increase in medical errors with increased tiredness and sleep deprivation. Common sense tells you the same. But if you want me to try to save your life and not screw up on just 3 hours of sleep (an actual amount of sleep I got before work this summer) then please, keep ignoring this issue.
10/20/2020 11:14:59	Donna Meadors	As a Business owner in Moab - I understand the concerns related to the increase in noise pollution and speed limits and other related concerns you have expressed concerning ATV and UTV usage. I am here to tell you it is not unique to this group. You are targeting an individual group and holding them solely responsible for a problem that is traffic based spread among many types of vehicles and groups. You are being prejudiced toward this particular group and that is wrong and we should not tolerate that from our elected officials. If you single out one group and stop them from recreating in Moab - then you must stop all recreating and include all groups. Is that a wise choice for Moab - for Moab Businesses- for Moab employment - for Moab government? I am opposed to any and all restrictions and related restrictions you have proposed concerning ATV usage and the Businesses related to that industry. Donna Meadors

Timestamp	Your Name	Your Comment
10/20/2020 11:16:56	Verna Butcher	I am 67 years old, born and raised here, as was my Mom. And yes I wished we could have our old town back. But we know that isn't going to happen. I feel like the City is out of line when you say you want to shut down the time of day that we can ride our side X sides in town. I agree that sometimes they are noise but so are motor bikes, jeeps, and tracker trailers going through town. Are you planning on shutting them all down too. I paid \$142.00 in Taxes to be able to ride my side X side in town now you want to take that right away from me. We live on Locust Lane and we see many mountain bikes pass this way in their big diesel pickups with their bikes on back as we do side X sides. So what about how noise those diesel pickups are. I guess I need to ask way are you always picking on the Side X Sides. These people spend a lot of money in this town. Why can't we all just get along. You wanted a big tourist town and now you have it. So now we all have to live with.
10/20/2020 11:28:18	Bryan	I am a Utah resident Moab is my favorite place to ride my machine has a stock exhaust and I obey all traffic laws when I am there. Please do not punish an entire industry for the actions of a few.
10/20/2020 11:37:23	Mark Moore	This is what they do, There so fare going from what keeps this community going. It's just not one type of business that effects how the the community Prospers. They have no idea how to manage a town or county. The amount of tax revenue that gets paid here. There should be no short comings. I know because I pay huge amount to them every month. 4-Wheeling of all sorts is part of Moab's DNA.
10/20/2020 11:39:16	Rebecca McAllister	Please help our community coexist with the UTV/ATV industry. A noise ordinance would support a healthy relationship between our residents as a community and the recreational aspect of our town.
10/20/2020 11:40:00	Brett Sutteer	I'm writing today to encourage you to create some sort of noise ordinance or a way to somehow limit or mitigate the volume (sound & quantity) of UTVs that have infested our community. This sort of "wreckreation" is having a deeply negative impact on our local citizens' and the surrounding natural landscape. We need action NOW!!
10/20/2020 11:42:10	Kyle Hill	My name is Kyle Hill, my wife and I started Rally on the Rocks years ago as an event to bring like minded people together to build life long friendships. The Offroad community is a great group of caring people who love the outdoors. Like all groups there are some bad apples, but I have witnessed that in the hiking groups, mountain bike groups, or any other group. We have picked up trash on trails all over from all kinds of people. Moab is a tourist town, it has flourished with the money and the Offroad industry has created a lot of jobs that can keep folks working local. With that comes some noise and bad apples but it's not fair to take the privileges away from the law abiding good Offroad people that have a love for Moab. I hope that you can continue to embrace the economy and welcome the growth. Kyle Hill
10/20/2020 11:44:13	Trent Holliday	I am a resident of San Juan County. I frequent Moab with my UTV. It is street legal and I carry more insurance on my rig than most cars on the streets of Moab. I write this to say that i do not support the ban on street legal UTV's in Moab. I would suggest enforcing the current laws regarding speed and noise before you start making more laws. I personally know people who have offered to pay and put up signage but have been ignored on their offer. I hope we can work on this together and figure out a solution before you Ban UTV's
10/20/2020 11:46:37	Christine	I think all street legal side x sides should have the same opportunities as any other street legal vehicles. We as the UTV community SUPPORT YOUR LOCAL BUSINESSES! I don't think all you high and mighty tree huggers should be allowed to decide for everyone in Utah what's best for all these smaller communities. We all have a voice and we deserve to be heard. Thank you
10/20/2020 11:55:19	Duran Atkins	Spanish Valley. Moab is getting too noisy and too busy for the quality of our kids lives in town.
10/20/2020 11:56:31	Kyle gotschall	As a owner of a utv we love to travel to Moab twice a year. We stay at hotels or vrbo a condo. We eat out all our meals and buy our fuel there. Restrictions on our machines would completely turn us away from your community and helping your economy. Please think hard about your up coming decisions.
10/20/2020 12:01:08	jacob warren	The community of Moab had become an apparent breadbasket for the state of Utah at the expense of the quality of its citizens lives. Certainly the details of the complaints will have been illustrated in other comments, but to sum it up, we literally exist within an all-waking-hours motor rally. People are stressed out and contemplating moving from Moab. Myself and many more will never consider this as an option however and will fight for our home by holding this issue in the face of the state until it is resolved.
10/20/2020 12:01:15	Celeste Bruening	Moab is known for being an off-road Mecca. By prohibiting OHV access you are destroying the very essence of what makes Moab, Moab. There are ways the city of Moab can work with OHV users to come up with an alternative that will allow OHV access and make residents happy. Please consider other options before discriminating against a particular group of recreation enthusiasts by banning them from your great city!
10/20/2020 12:07:37	Joshua	The utv industry is a giant part of Moab's economy... that can not be debated. Eliminating events will ultimately hurt Moab immensely in the pocketbook. You are going to find bad apples in every group. I'm sure if you looked enough, you'd find bad hikers going off trail to relieve themselves or pick flowers, also mountain bikers who do same thing to make new lines. There needs to be a stronger law enforcement presence in Moab to enforce moving violations by offenders. I have been to Moab 3 yrs running now and hardly ever see law enforment of any kind. Signs would be a big step in helping to reduce speeding and loud music by the bad apples of utv industry.
10/20/2020 12:08:19	Tim McAllister	I absolutely agree with noise ordinances and mufflers should be an easy fix but can't agree with making them illegal on all paved roads. I think it would be bad for many local businesses, ranchers, farmers etc and wouldn't allow anyone without expensive equipment (truck and trailer) to use vehicles rented locally and would require all vehicles to be trailered to each trail head which would cause major parking issues.
10/20/2020 12:09:58	Eric Burris	Hi, I have been visiting and recreating in Moab from my home in Durango since 1986. I have visited three times this month actually, just got home last night. The scene in and around town is just killing me. People are everywhere and there is so much user conflict! I don't see how you could put the Genie back in the bottle unfortunately. Some of the impact/behavior of people driving side-by-sides would be a great place to start however. I really feel for the residents of Moab over the noise and traffic in town, I hope that you can find some way to give them some relief. I camped up on Sand Flats a few weeks ago and it was awful! Noise and lights and rampant disrespect of others!
10/20/2020 12:09:58	Marsha Marshall	County Council, I have lived here for 67 years and have never experienced anything like the chaos of the last few years. The spring of this year was over the top for me. Our beautiful Moab Valley was filled with noise and destruction. All investors and visitors need to listen to the neighborhood responses to the situation. Please open your ears to all ideas that might help resolve the situation. Sincerely, Marsha Marshall Former Member of Throttle Down
10/20/2020 12:10:20	Gary MacNeil	we come to your town twice a year to enjoy the outdoors and spend alot of money in the process. Please consider what this will do to the economy of Moab and the small businesses it will most certainly effect.
10/20/2020 12:13:58	Darcey Brown	The proposals you are considering to mitigate noise are too little too late. Please think more boldly and aggressively. Motor madness is driving all of us over the edge.

Timestamp	Your Name	Your Comment
10/20/2020 12:14:09	Pippa Thomas	The noise from OHV and/or FUV is increasingly stressful, adding a persistent growl to our daily living environment. It is possible to reduce the stress of this impact while also welcoming the people who recreate this way by requiring all FUVs to be electric. E-vehicles are silent. Aside from that, I am definitely for compliance check points and even a legal fight with the state to ban FUVs on roads that abutt residential areas (excepting farm or ranch-related OHV use). Even friends from other areas have complained about the degradation of their experiences here, motivating them to choose other destinations. We are becoming even less diversified by driving out other forms of tourism recreation! If our goal is to be diversified, and tourism (and higher education through the USU campus??) are our primary economic means, then we need to ensure that we can continue to attract a diverse population and diverse interests to the area.
10/20/2020 12:14:24	Sasha Reed	I cannot tell you how awful the noise has been - at all hours of the day and night - and the way it disrupts the peace even when I am in my own home. I have truly been unable to find anywhere in town where I do not hear ATV/side-by-side noise. Sitting in a backyard with friends, going to a park, being inside my house - these are all places I use to be able to enjoy without having the loud, whining noise of a small engine forced upon me. This is not ok. This does not seem like it should be legal. This is not what I thought would be allowable when I moved to Moab and made my life here. In my opinion, we should not be forced to live with this noise pollution in our neighborhoods and homes. I hope the City Council can protect us from what seems like an unfair and unreasonable effect on our community.
10/20/2020 12:17:33	JoHanna Olschewski	I truly feel that Moab needs more regulations, we need to have noise enforcement not exceeding a certain decibel. We also need higher levels of management in all areas UTV's go, more education about staying on trails, and respecting the land, because these all terrain vehicles can go anywhere that is exactly what they are doing. I think it could be worthwhile to limit the amount of vehicles on any given trail daily. Thanks for your time. I also truly hope that we are able to figure this because it is disheartening to think we may lose members of our community strictly based on the fact that quiet cannot be found.
10/20/2020 12:17:49	Scott Swarthout	The constant noise of the all-terrain vehicles that would not be street legal in most places are a blight on our community. The scope of the problem is astounding and it does not seem legal or fair that this type of noise pollution could be forced upon a community. The lawmakers in Salt Lake City don't have to worry about this noise near their homes so why are we expected to endure the stress-inducing issue in our county where millions of people visit each year. I hope our Councils can help protect our community from this.
10/20/2020 12:18:25	Kimberly Schappert	As a nightly rental and second home owner I am appalled at the increased level of noise on the streets of Moab. It is one thing to have a pristine day in the desert shattered by the engine noise of one or a hundred off road vehicles passing somewhere out there in the distance. It is entirely another to not be able to have windows open at night for that cool air sleeping, or during the day now when the air is so delightful, because of razors and ATV's storming the streets. I complained about the noise levels when razors first came to town 7 years ago when I still owned Up the Creek over on 3rd South. They created just one more obnoxious level of disturbance to our small town atmosphere. Everyone knows the disturbance now is completely out of control and to let it continue unmitigated is unforgivable. Moab is going through growing pains at an accelerated rate right now and we should be creating policy for the future that reflects how important that small town, peaceful and welcoming atmosphere, is to the people who live here and our visitors.
10/20/2020 12:20:22	Melissa Beaury	Let's bring back the quiet to our desert. I look forward to our city planners choosing to limit the freedom off road vehicles have in town and on the trails to control noise and destruction. I appreciate activities that can be enjoyed locally and do not affect other users experience.
10/20/2020 12:22:16	Ben Pearson	We frequent moab and rely on our street legal, UTV, to shuttle us around. Banning them would affect our decision to patronize your city. We would be forced elsewhere. On an average trip, my family of 4 spends about 750 to 1000 dollars on a 4 day trip.
10/20/2020 12:23:01	Matt Heberd	UTV noise is out of control in Moab. They should be outlawed from all streets. Heck they should be outlawed everywhere. No special events should be permitted for any kind of UTV activity. New laws regarding the noise should be implemented. I have friends that moved to Moab to retire, ride bikes, boat, hike and jeep that have moved out of Moab because of the nonstop noise. PLEASE HELP! I can no longer go to bed at night with my window open due to the constant roar of UTV's coming down Sand Flats. PLEASE HELP
10/20/2020 12:26:04	Robert Bos	Sounds to me like some people move in to a recreational area and then decide only their recreation matters. It's like moving next to an airport and complaining about airplanes. There should be a compromise that allows everyone to coexist especially since the off road tourist business is probably a huge part of the areas economic base.
10/20/2020 12:26:21	Patrick Hoyt	Dear Council, I am a Utah resident and business owner who is deeply concerned that the beliefs of a few are being heard over the majority. UTV owners as a whole respect the laws and environment and deserve to continue to enjoy Moab. Please take the time to consider a more balanced approach to UTV use in Moab. We are willing to come to an agreement over the noise concern, but we believe you are being too aggressive towards the UTV community. Thank you for your time. Patrick Hoyt
10/20/2020 12:30:09	Jessica O'Leary	I live between 400 East and Mill creek drive so the OHV noise starts at 6 am and does not end until after dark. Some night it continues until 11 pm. When people miss the turn to Mill Creek they use my cul d sac as a turn around. This traffic and noise has many impacts on my daily life. Working from home is increasingly difficult with numerous distractions and inability to hear people in meeting over the traffic. In my back yard I can no longer hear the birds. And I find the constant engine noise negatively impacts my mood. Many kids used to play in the cul d sac but they are unable to with increased traffic. I think the city and county should enforce current noise restrictions by requiring all vehicles in the county to have a noise check sticker. Much like a safety inspection used to operate. This sticker would also be required to park at trailheads. In addition local law enforcement should enforce all moving violations (running stop signs, driving without a license, no windshield or eye protection). Let's control the things we can until we can lobby the state legislature to allow for local control.
10/20/2020 12:30:10	Beth Malloy	Please make Moab Quiet again
10/20/2020 12:31:01	Jeffrey Clapp`	Please read the email I sent regarding noise and Make Moab Quiet Again
10/20/2020 12:39:53	Logan	It's time the city shuts the mouths of the cry baby's in the back. Moab thrives on the UTV community and business it brings. Trying to restrict everything is pure nonsense. This stuff needs to be dealt with properly and this isn't the proper solution. Freedom for all! It's time the police step up and take care of the law breakers that supposedly cause the need for this bullshit. Better policing, better Moab.

Timestamp	Your Name	Your Comment
10/20/2020 12:47:52	Craig Tiscareno	I would like to give my thanks and support Moab in addressing the impact of UTV/ATV use in town. I am a UTV owner and visit your town regularly. I respect all laws and have a stock exhaust on my UTV. Unfortunately some have modified exhaust to be louder, and some don't respect the folks living in Moab and drive too fast. I would hope you could come up with a plan to accommodate those of us who respect your town and it's residents. My thoughts are lowering the speed limit, have designated roads to trails, sound monitoring with a hefty fine for those with loud exhausts. I know some of these rules may be in conflict with state law, but I'm hoping the majority of users would voluntarily comply. Thanks again for your hospitality. Craig Tiscareno
10/20/2020 12:49:25	Andy Nettell	While a resident in Spanish Valley I am a business owner in Moab. Of all the issues Moab faces, nothing has affected my quality of life more negatively than the proliferation of loud motorized vehicles. We must work with the state to enact stronger noise pollution laws, re-write the law which allowed unmuffled vehicles on city streets plus provide law enforcement with the tools needed to enforce current regulations. No more street use of ATV/UTV vehicles!
10/20/2020 12:49:27	Lisa Paterson	If you didn't receive my previous comments, please know that I am feeling overwhelmed with all the noise. The roar from the highway and the streets near my house is constant on the weekends and frequently loud now even during the middle of the week. Moab is no longer a quiet spot in which to reside. All of Moab and Spanish Valley are like living next to the freeway in a busy city. I know this doesn't need to be this way and ask that you do all that you can now and all that you can in the future to stop the proliferation of UTVs of all types on our road, especially residential streets.
10/20/2020 12:49:39	Kaki Hunter	The quality of life in Moab has been deeply comprised by too many and too loud of these UTV toys for tourists. I ask for a permanent moratorium on any more rental outfits and UTV events until we can create a healthy environment that supports the quality of life for the people that live here and the diversity of people that come to visit. I know this will be a contentious issue that will require time and cooperation to solve. So it is imperative that we put a moratorium on any more UTV rentals or events in place now.
10/20/2020 12:50:46	Nancy Orr	Thank you for meeting today to address concerns about OHV noise. Apparently, my previous emails may not be considered because I did not use this form. Thus I repeat my comments here, with an addendum. Regarding your action items: YES, on the moratorium on new OHV rental/tour business licenses, and also on OHV event permits. However, I urge you to make it permanent, rather than temporary. We will get no sympathy or statute exemptions from state legislators if we continue to allow OHV events or if our Travel Council continues promoting motorized recreation here. State legislators claim that we have made our pact with the motorized recreation community and deserve the consequences – their logic on that is hard to contradict. YES, please drop speed limits for OHVs in our city and county as a start, but that approach may just prolong the noise bubbles of passing OHV groups, and only slightly reduces the engine noise. OHVs are designed to make noise, whether in motion or idling. I see many of the occupants wearing hearing protection, and then cranking up their stereos to be able to hear over the engine noise and through the hearing protection. Slowing down and thus prolonging the noise parade is not really addressing the problem. **** **Another issue with reducing speed limits on OHVs lies in the large numbers of them which group together. They may well form a slow-rolling roadblock on roads such as Kane Springs (where last year I counted a group of 62) or Spanish Valley Drive. This will provide further irritation for residents just trying to live a normal life in a town which has become overrun with noisy machines piloted by people in perpetual party mode.** **** Better yet, get them off of our residential roads altogether. They were trailered to get to Moab, so they can be trailered to the trailhead. Also, this opens a business opportunity for OHV trailer shuttle services to/from the trailheads, reducing the problems of noise and congestion and providing tax revenue from new businesses. Finally, please start enforcing the noise and vehicle ordinances that we already have. Regards, ~ Nancy Orr
10/20/2020 12:54:06	Rebecca Every	PLEASE, for the love of any and EVERYTHING good there is to save in this town/county/surrounding wilderness area....Please DO SOMETHING about the horrendous excessive noise/exhaust fumes coming from the ORV/Razor type vehicles destroying our town/community/desert. It's maddening, not to mention extremely BAD FOR OUR HEALTH/MENTAL HEALTH We tax paying residents DO NOT deserve this kind of inundation, where there is no peace of mind to be found in this entire county. The growth in Grand County has been exponential over the last 5 to 10 years. We have already been dealing with tremendous traffic congestion, that has evolved into 2 to 3 hr wait to come into town closer to the weekends or a 3 to all-day wait sitting in traffic leaving town at the end of the weekend. This is absurd, it is dangerous, it is abusing our neighborhoods with all lines of traffic trying to use the side streets for a quicker way to exit. Add in to this mix, the maddening NOISE from the ORV and it is sending many local residents over the edge. Please please please PLEASE HELP!!!! Thank you, Rebecca Every
10/20/2020 13:01:25	Donna McNeely	I'm all for noise reduction. UTVS need to stay out of residential areas in the city and county. They also need to abide by the rules like the rest of us have to be licensed, stop at stop signs, use the turn signals and slow down.

Timestamp	Your Name	Your Comment
10/20/2020 13:02:19	Inder/Rebecca Broughton	I want to voice my support for restrictions on UTV use and noise in Moab City and County. The noise is oppressive, and constant and dominants all other sounds is this beautiful natural area we live in.
10/20/2020 13:03:11	Shari Zollinger	I am writing in response to the noise levels created by UTVs. I am for regulation and or legislation that brings less noise into our community.
10/20/2020 13:07:11	Rachel	UTV Tour and rental companies are the responsible ones. They are not the issue. They limit to certain trails, have strict regulations and rules and promote responsible behavior. They are not a problem!!
10/20/2020 13:08:02	Alicia	ATVs are fun for some and bring in money. But everything else is a negative impact. Plain and simple.
10/20/2020 13:22:19	Bega Metzner	Enough is enough. I have lived here on and off for over 30 years and the OHV situation is completely out of hand. The noise from dawn till way past dusk. The terrible driving on highways and in residential neighborhoods is completely unsafe for adults and children alike. And the complete disregard for the established trail system is destroying our landscape. I hope that the council and commission will consider making extreme changes to the rules that are constantly being broken and to find a way to enforce them. I love this city. I love this place. I care about people and their businesses but something needs to be done to stop the noise and destruction of public land. I appreciate your time and I hope you can make the improvements necessary for all of our well being.
10/20/2020 13:23:45	Diana Edwards	I am writing in support of actions that will mitigate the impact of the noisy off - road vehicles on our city streets.
10/20/2020 13:23:55	Guy Webster	As a law enforcement officer in the close area I am concerned about any changes going against current state statutes. All law enforcement needs is you to give the public another reason to dislike them. You as a council aren't going to be the ones enforcing your ordinances. You receive money from the state that is particularly made from taxing the very vehicles you are looking to ban. Are you going to deny taking state dollars? The problem is not anything more than some closed minded people who chose to hate a certain group unfairly.
10/20/2020 13:24:24	Eric Meyer	Please address the core of the issues (noise). While it is not likely easy to address the noise issue locally I believe there are some options: (1) Start with the rental companies. Annually test them in compared to the city noise ordinance in a controlled environment (ideally a mobile setup). Give them 2-3 years to reduce there existing noise levels (someone will come up with a noise reducing solution if given an incentive). Test their fleets annually starting in 2021. (2) Private UTV's should be tested starting in 2022 ideally in order to get registration renewed if there is a way to work with the state. Otherwise, it should be allowed for the city to do spot checks similar to DUI, Boat invasive species or emissions inspections. Given a little time and maybe % based reductions in noise over the next 5 years or so, it could really reduce the excess noise they are currently creating in town. Thanks for listening.
10/20/2020 13:25:48	Don Casler	I'm a Grand County home owner. The spillover costs associated with the manufacture and rental of OHV, side by sides, Razors are currently borne by residents. Spill over costs include, racket and noise at all hours, we can't sleep with the door open anymore, air pollution from motors that pollute more than other vehicles, and safety, since tourists cluelessly race down town streets with little regard for anything! The companies profit by offering a product with costs they don't pay for, they don't pay for these costs and shift those costs to Grand County citizens that their product produces. This is NOT an essential product or service, and its economic benefits are limited and not enjoyed by most local residents, only the rental companies. As for the visitorship, maybe the values of your residents should mean more than another endless stream of visitors, after all, TRT is constantly promoting Moab, other segments of tourists can be exploited to compensate for the loss of visitor dollars. Send this particular business packing off to San Juan County, Oh wait...while talking to a resident of Bluff recently he said "don't "Moab" our town...
10/20/2020 13:31:10	Don Hill	Having recreated in Moab for years with SxS vehicles, I'm concerned that a few bad apples are ruining it for the majority of folks who abide by your laws and spend their money in support of your town. One should look at the bigger picture and not let short sightedness overrule for the common good. Especially in these times of pandemic closures and business's suffering, one might think that every thing that can be done to keep an economy viable should be utilized by the local government and not let those bad apples cause a closure that may bring fiscal regret. Please carefully consider your choice. Thank You.
10/20/2020 13:31:55	Jared Trader	Hello, my name is Jared Trader and I want to write in to voice my concerns over UTV noise in town. I live near Rotary Park on Tusher St, where the UTV noise from Mill Creek Drive and Sand Flats Road has become a very unwelcome intrusion on our lives. Whether we are outside or inside, daytime or nighttime, the sound from these machines is overwhelming. While I appreciate the efforts to quiet these machines down by encouraging lower speeds, stock mufflers, etc., I do not believe this adequately addresses the issue. Even when traveling at modest speeds with stock mufflers, these machines are simply too loud. I would ask that we lobby the state to allow us to regulate the use of these machines within our community. The only way I see to effectively solve this problem is to require that UTVs be trailered through town.
10/20/2020 13:33:39	J Turner	I understand how much UTV rentals and use contributes to our tax base, but I'm concerned that their pervasiveness is turning off visitors that have other interests. I think you have to consider the cost of the visitors we lose from unrestrained UTV use when making these crucial decisions.
10/20/2020 13:38:54	Annette Kearl	I am in support of limiting atv use within the city and Grand County for reasons that include the noise pollution that they cause.
10/20/2020 13:39:01	Josie Kovash	I have already submitted a letter and email to both the city and county council, but I just want to strongly reiterate for today's meeting, that we need strong action to curb the very detrimental effect of street legal UTVs on the residents of Moab. They are simply incompatible with a decent quality of life for those of us who live in Moab, and quite frankly, I believe they are incompatible with all other forms of backcountry recreation. Please make sure my letter is on record for this meeting. Thank you for listening to your constituents, and for creating a forum to make progress so that we may continue to live in this community without descending into a residual state of ire and misery. This is a crucial turning point at which we can either double down on what makes the Moab area so incredibly special and sacred, or we can lose it completely. I believe that a strong stance by local officials is what is called for in this very important moment. Thank you.
10/20/2020 13:39:02	Martin	If current local politicians continues to support anti ohv legislation I will do everything in my power to make sure you are not re-elected. I support partisan solutions the current method you are taking is not partisan. Please let us work together on finding solutions that will lead to a better outcome for your political career.
10/20/2020 13:44:50	Susan Roche	I would like to ask you to act to protect Grand County and City of Moab residents from the unhealthy noise of off-road vehicles that are driven on our streets and roads. I live in Castle Valley and find the very loud noise of these vehicles prohibits me from patronizing local Moab businesses. I have also read of, and previously experienced while living in a large metropolitan area, the harm to hearing, breathing, and emotional stability caused by the incredible vehicle noise. I know the regs and laws are complex. I send you good energy for finding solutions to return us all to better health. Thank you for all you do, Susan Roche
10/20/2020 13:50:02	Andy Coppola	Enough with the noise violations from the jeeps and razors, this unnecessary and could easily be modified or exchanged for quiet battery vehicles. They are deliberately offensive.
10/20/2020 13:51:50	Martin	If current local politicians continues to support anti ohv legislation I will do everything in my power to make sure you are not re-elected. I support non-partisan solutions the current method you are taking is partisan. Please let us work together on finding solutions that will lead to a better outcome for your political career.
10/20/2020 13:55:56	Diane Walker	I am writing to ask that the Moab City Council pass a moratorium on new UTV rental applications or UTV events until the sound disturbance issues are addressed. Thank you, Diane walker

Timestamp	Your Name	Your Comment
10/20/2020 13:56:04	Ben Burr	<p>I am the policy director for BlueRibbon Coalition/ShareTrails. We champion responsible recreation and support efforts to protect and increase access to recreation resources. We have worked with elected officials in Moab on a continuing basis to ensure that the millions of recreationists who visit Moab and the surrounding area create great experiences for themselves and for the community where they are a guest. Outdoor recreation is an explosive industry where new markets for experiences and products emerge suddenly. This provides challenges for policymakers to accommodate new users. This growth also creates significant economic opportunities that have benefitted Moab greatly. We are aware that the recent surge in UTV use in Moab is leading to noise nuisance complaints. Utah state law allows street legal UTVs and ATVs to use public roads, and we support these protections. Street legal access increases access for these users and eliminates problems such as trail-head congestion. We recognize the challenges that come with abating noise nuisances, and we are willing to work with the City of Moab to educate our users in ways they can minimize noise impacts while riding on public roads. We wouldn't support the codification of any policy that would unfairly discriminate against street-legal OHV users or businesses. We believe the city should find ways to enforce violations of ordinances in a way that targets wrongdoers instead of trying to find ways to categorically deny use of roads to street-legal OHV users. We look forward to finding common-ground solutions to these challenges at the same time we recognize that a categorical denial of use of a public benefit by a specific group is discriminatory by nature and can't be the starting point for authentic compromise.</p>
10/20/2020 13:59:46	Jeff Adams	<p>I am a resident of Grand County writing to request that Moab City Council and Grand County Commission work together on enforceable noise ordinances and other strategies to mitigate the excessive and harmful noise created specifically by UTV's in order to protect our neighborhoods and the quality of life for residents and the quality of experience for visitors. Thank you for all of your work on this issue, and I am hopefully that meaningful solutions can be crafted to address the extreme noise in our valley.</p> <p>Thank you, Jeff Adams</p>

**MOAB CITY COUNCIL MINUTES
REGULAR MEETING
October 27, 2020**

The Moab City Council held its Regular Meeting on the above date. Consistent with provisions of the Utah Open and Public Meetings Act, Utah Code Ann. § 54-2-207(4), the Moab City Council Chair has issued written determinations supporting the decision to convene electronic meetings of the Council without a physical anchor location. Due to the health and safety risks related to the ongoing COVID-19 pandemic and considering public health orders limiting in-person gatherings, the Moab City Council will continue to hold meetings by electronic means. An audio recording of the meeting is archived at <http://www.utah.gov/pmn/index.html>. A video recording is archived at <https://www.youtube.com/watch?v=WlsIWt1YPZc>.

PRE-COUNCIL WORKSHOP PRESENTATION 5:30 P.M.

Mayor Emily Niehaus called the Workshop to order at 5:30 p.m. Participating remotely were Councilmembers Rani Derasary, Mike Duncan, Karen Guzman-Newton, and Kalen Jones. Councilmember Tawny Knuteson-Boyd was absent from the Pre-Council Workshop presentations. City staff participating remotely were City Manager Joel Linares, Assistant City Manager Carly Castle, City Attorney Laurie Simonson, and City Recorder Sommar Johnson. Mary O'Brien with Grand Canyon Trust joined the meeting at 5:30 p.m. to present the Conservation Alternative for comparison with Manti La-Sal National Forest alternatives. Kara Dohrenwend with Rim to Rim Restoration and Duncan Fuchise with Utah Division of Forestry, Fire, & State Lands also joined the meeting at 5:30 to present on the fire fuels mitigation efforts.

Presentation: Conservation Alternative for comparison with Manti La-Sal National Forest alternatives - Mary O'Brien, Utah Forests Program Director, Grand Canyon Trust

Mary O'Brien with Grand Canyon Trust presented the conservation alternative for comparison with Manti La-Sal National Forest alternatives. She said the last forest plan was 34 years ago in 1986 and explained the deadlines and process for submitting comments. [0:54](#)

Presentation: Fire fuels mitigation efforts - Kara Dohrenwend, Rim to Rim Restoration

Kara Dohrenwend and Duncan Fuchise presented on fire fuels mitigation efforts throughout the community. [12:56](#)

JOINT CITY COUNCIL/PLANNING COMMISSION WORKSHOP 6:00 P.M.

Mayor Emily Niehaus called the joint City Council/Planning Commission workshop to order at 6:04 p.m. Participating remotely were Councilmembers Rani Derasary, Mike Duncan, Karen Guzman-Newton, Kalen Jones, and Tawny Knuteson-Boyd. Planning Commission members participating remotely were Kya Marienfeld, Marianne Becnel, Ruben Villalpando-Salas, and Jessica O'Leary. City staff participating remotely were City Manager Joel Linares, Assistant City Manager Carly Castle, City Attorney Laurie Simonson, Planning Director Nora Shepard, Assistant Planner Cory Shurtleff, and City Recorder Sommar Johnson.

Joint Planning Commission/City Council Discussion on Planning Priorities

Planning Director Nora Shepard presented an overview of planning priorities for the Planning Department and Planning Commission. Planning Commission members identified their top priorities and City Council members identified their top priorities. [1:43-54:15](#)

REGULAR CITY COUNCIL MEETING 7:00 P.M.

Regular Meeting—Call to Order and Attendance: Mayor Niehaus called the Regular City Council Meeting to order at 7:00 p.m. Participating remotely were Councilmembers Karen Guzman-Newton, Tawny Knuteson-Boyd, Rani Derasary, Mike Duncan, and Kalen Jones. City staff participating remotely were City Manager Joel Linares, Assistant City Manager Carly Castle, City Attorney Laurie Simonson, Finance Director Klint York, Police Chief Bret Edge, and City Recorder Sommar Johnson. Senior Projects Manager Kaitlin Myer joined the meeting at 8:08 p.m. City Engineer Chuck Williams joined the meeting at 9:33 p.m. Also participating remotely was Alex Buxton with Zions Bank Public Finance.

Citizens to be Heard:

Comments received during the meeting:

There were no citizens to be heard during the meeting.

Written comments received before the meeting:

Brad Young - Dear Moab City Council,

I am concerned with what I have heard is going on in Moab with UTV's. I understand there are some residence that feel UTV's are a nuisance. While there are also residence and many more Utahns, Americans, and tourists that feel UTV's are fun and entertaining. Especially in Moab on the beautiful trails and rocks. I'd like to know how you feel entitled to change your city laws to make this clean entertainment illegal? I've always known Moab as an outdoors town. Mainly for Jeeps and rock crawlers. UTV's came in and I'm sure things got busier in Moab but that is the nature of this country. That's what was earned by our ancestors. That's what makes this country amazing. We can choose what we want to do and do it. The government works for the people not the other way around. I'm going to stand my ground on this and hope you guys make the right decision. Thanks for your time. Have a great day.

Jordan Cherrington - I am a Utah native and have been coming to Moab as a family tradition since I was a thought in my parents minds. It has been a family tradition and we always rent a hotel, fill up on gas, buy a ton of groceries and snacks from local businesses and visit many restaurants. Last time we visited on Oct 1st we spent \$2300 at local Moab businesses in a week. If you decide to change our privileges as UTV users we will move there permanently and make it our life mission to vote you out.

Brenda - Almost every activity these days requires a permit. Which provides rules and limits use to protect both the resource and the experience. Permitting is often greatly opposed but MOST often appreciated by all users.

Kristen Hayes - Thank you for listening to Moab citizens and visitors alike and addressing our concerns about UTV noise. I applaud the ideas generated in last week's joint meeting and the moves to take action. The problem has been growing steadily since the passing of the House Bills legalizing UTVs on our streets, and the number of rental companies in the valley has grown significantly just in the last year. I encourage the city and county councils to strongly consider a curfew (dawn to dusk) in addition to the speed limit ordinance and temporary moratorium on new businesses that were passed last week. This could have a huge impact on noise reduction late at night. I am also writing regarding Mayor Emily's plan to form a committee to write legislation to implement a permit system that would allow for local residents and existing businesses to continue operating on city and county streets. I urge the committee to consider permits for residents only, taking caution that these permits would be issued to residential addresses only, not overnight rentals or commercial addresses. Permit fees have the potential go

towards meaningful use, such as a salaried position to manage education, monitoring systems and mitigation of the impacts of this type of recreation. I encourage permits for existing businesses to be phased out after one year, moving towards trailering and guided services. Otherwise, please consider capping the number of commercial permits per business so that existing business can't just continue to add vehicles to their fleet. Commercial permits should also cost more to reflect the higher noise and traffic impacts when a train of rental vehicles drives through residential streets. Limiting size of caravans to 4-5 vehicles would go a long way as well. We are behind the curve and playing catch-up after a failure to establish regulations and address the potential of the problem early on. While our town is becoming obnoxious, our public lands are suffering as well. It is time to regulate both the impacts to our town and the destruction of our public lands. Sincerely, Kristen Hayes Moab, UT

Zach Rossberg - Dear Council, I am a home owner with a secondary residence in Moab. My home is right at the entry of the steel bender trail. We spend plenty of time in town and would like to say at this point I do not see the issue at all. There is plenty of traffic on busy weekends, but it is to be expected. I wouldn't call any of it a nuisance. I hadn't even really thought about it or heard it until seeing that this is somehow a hot topic right now. I don't understand how you could differentiate a utv/atv from a jeep or motorcycle from inside my home or out on the patio. I can honestly say I do not recall a time where I thought a passerby was being disrespectful. This town is supposed to be about adventure, outdoors, relaxation and use recreation in all forms. Seems to single out one group over others is a little unfair. Realistically if silence is what is sought after there is a plethora of places to find it nearby. I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported. Thank you for your time.

Ryan Romero - Dear Council, I support responsible recreation and support efforts to protect and increase access to recreation resources. The most recent conversations and proposals have led to discussions and targeting of OHV related businesses directly. Any policies that are directed at prohibiting or limiting the specific businesses that participate in OHV guides, accessories, rentals, trail access or others is something that is severely flawed and not supported. We would encourage you to help us address and fix the actual issues rather than target businesses and users. Categorical creating a denial of a public benefit by a specific user group is discriminatory by nature and not supported. Thank you for your time.

Administrative Reports:

City Manager Linares combined the COVID-19 update with his administrative report and noted City Hall and other facilities were closed to the public to protect staff during the recent high infection rate. He said ICUs and local hospitals are reaching capacity and it is important for everyone to follow the Governor's orders including wearing masks and maintaining social distancing. He reported on the joint City Council/Grand County Commission meeting where new OHV restrictions were passed and said signs have already been ordered. [5:11](#)

Finance Director York provided a sales tax, budget, and CARES Act funding update. [9:30](#)

Chief Edge provided a police department update. He reported that Sergeant Boots has taken a

position with the Sandy Police Department, they are suspending the school resource officer program, and are researching information about e-bikes using the bike paths. He also provided an update on the use of force policy review group. [32:20](#)

City Attorney Simonson provided an update on her research regarding potential regulations for powered paragliders. [38:58](#)

Mayor and Council Reports:

Mayor Niehaus reported attending UTV meetings and meeting with Grand County Commission Chair Mary McGann and Jen Jones with BLM to talk about the implication of the legislative action during the special meeting and the need for more trailer parking. She reported attending a ULCT board meeting, a Grand County Economic Development Committee meeting, serving on a rural subcommittee on housing affordability working on legislation for the 2021 session, and doing an interview on KUTV about UTV noise. [42:03](#)

Councilmember Derasary reported attending an EMS special service district board meeting on October 19. She said there was a miscommunication that led to the demolition of the EMS building earlier than planned and said questions could be directed to Grand County EMS or Chris Baird. She also reported attending the legislative policy for ULCT, a quarterly UMTRA steering committee meeting and mentioned that City Attorney Simonson and Chief Edge could talk with the trail mix committee regarding e-bikes on the parkway. [45:29](#)

Councilmember Duncan reported attending the Hotspot public meeting, a USU advisory committee meeting, and conducting UTV noise research. [50:04](#)

Councilmember Knuteson-Boyd reported that work obligations led to her missing the HASU meeting but said things seem to be going smoothly. She reported attending a museum meeting where they finalized their values and mission statement and said they combined the November and December meeting in December and plan to search for new board members. [52:53](#)

Councilmember Guzman-Newton reported attending the open house at Moonstone Gallery for Arches Hotspot, a coordinating meeting on October 21 to further discuss and delve into projects, and meeting with John Nepstad with Fehr & Peers, [54:12](#)

Councilmember Jones reported attending a Southeastern Utah Association of Local Governments meetings as a substitute for the Mayor, the Arches Hotspot meeting, and a solid waste board meeting where they reviewed options to improve the recycling process and discussed some strategic planning. [56:11](#)

Approval of Minutes: October 8, 2020, Special Meeting, and October 9, 2020, Special Meeting

Motion: Councilmember Guzman-Newton moved to approve the minutes for October 8, 2020, and October 9, 2020. Councilmember Jones seconded the motion.

Discussion: There was no discussion.

Vote: The motion passed 5-0 with Councilmembers Jones, Derasary, Duncan, Guzman-Newton, and Knuteson-Boyd voting aye in a roll call vote.

Old Business:

Walnut Lane Financing Options

City Manager Linares stated that he, Finance Director York, and Senior Projects Manager Kaitlin Myers have been working with Alex Buxton with Zions Bank Public Finance on financing options for Walnut Lane. Alex Buxton presented a sales tax bond option for borrowing money

for the project stating the city would utilize sales tax as a credit backstop and then utilize rental payments from the upcoming project to pay back the debt. He said the maturity of the bond would go out 15 years with a current interest rate around two percent and to maintain at least two times coverage. Senior Projects Manager Myers said the financing options that Alex discussed were specific to the PAD scenario [59:42](#)

Discussion: Councilmembers discussed the option of replacing the existing trailers with new trailers and minimizing expenses. They also discussed the option of larger-scale development and maximizing density. Senior Projects Manager Myers proposed moving forward with a minimum number of manufactured homes to meet short-term needs and continuing with site master planning with stick-built through the PAD. Councilmember Duncan was in favor of replacing old trailers with new trailers and minimizing expenses. Councilmembers Knuteson-Boyd, Derasary, and Jones were generally in favor of maximizing density even though it is more fiscally complicated. Councilmember Guzman-Newton was conflicted. Councilmember Jones expressed his concerns about reliance on modular. Senior Projects Manager Myers asked for Council direction on how to prepare for the next conversation about the project. Mayor Niehaus suggested assembling the pro forma timeline and holding a special meeting next week. A follow-up meeting was scheduled for November 4, 2020, at 6 p.m. [1:26:34](#)

Request for City Council approval of, or direction regarding changes to, the proposed City administrative procedures regarding a change in use of City real property in non-emergency situations

City Attorney Simonson presented procedures for changes in use of City real property. [2:13:54](#)

Discussion: Councilmember Derasary asked about the first point of contact for applications, the process for Council notification and public process, and liability. [2:19:51](#) Councilmember Jones expressed his appreciation for the flexibility in handling these situations and Councilmember Duncan said he believed this was a political issue and not an administrative issue. [2:25:07](#)

Motion and vote: Councilmember Jones moved to approve the City Administrative Procedures Regarding a Change in Use of City Real Property in Non-Emergency Situations with the addition of the 180-day threshold. Councilmember Knuteson-Boyd seconded the motion. The motion passed 5-0 with Councilmembers Jones, Derasary, Knuteson-Boyd, Guzman-Newton, and Duncan voting aye in a roll call vote.

Source Control for Solid Waste District

Discussion: City Manager Linares explained that this was a proposed resolution he has been working on with the Solid Waste Special Service District and explained that the last contract that was negotiated two and a half years ago for waste hauling removed the clause that mandated all solid waste go to local landfills. He said there has been a request by the Solid Waste Special Service District to put the requirement back into the agreement with our waste hauler. He said we have an interest in making sure our local landfills have the waste and byproduct, but we also have an interest that our hauler be sustainable because he is the only hauler in the valley. [2:27:00](#)

New Business:

Proposed Resolution 42-2020: A Resolution Continuing the Local Emergency Proclamation due to the Economic Impact of COVID-19 Novel Coronavirus on Restaurants in the City of Moab

Motion: Councilmember Guzman-Newton moved to approve Resolution# 42-2020, a resolution continuing the local emergency proclamation due to the economic impact of COVID-19 Novel Coronavirus on restaurants in the City of Moab. Councilmember Derasary seconded the motion.

Discussion: There was no discussion.

Vote: The motion passed 5-0 with Councilmembers Derasary, Knuteson-Boyd, Jones, Guzman-Newton, and Duncan voting aye in a roll call vote.

Proposed Resolution 43-2020: A Resolution Authorizing the Agreement Between the City of Moab and Alex Moab Properties, LLC

Motion: Councilmember Duncan moved to approve Resolution 43-2020 authorizing the agreement between the City of Moab and Alex Moab Properties, Limited Liability Corporation. Councilmember Knuteson-Boyd seconded the motion.

Discussion: Councilmembers thanked City Attorney Simonson for her work on this issue. City Engineer Williams explained the next steps for this item. [2:34:06](#)

Vote: The motion passed 5-0 with Councilmembers Duncan, Derasary, Jones, Guzman-Newton, and Knuteson-Boyd voting aye in a roll call vote.

Approval of Bills Against the City of Moab:

Motion and vote: Councilmember Knuteson-Boyd moved to approve the bills against the City of Moab in the amount of \$298,766.90. Councilmember Jones seconded the motion. The motion passed 5-0 with Councilmembers Duncan, Derasary, Knuteson-Boyd, Jones, and Guzman-Newton voting aye in a roll call vote.

Adjournment: Councilmember Guzman-Newton moved to adjourn the meeting. Councilmember Duncan seconded the motion. The motion passed unanimously. Mayor Niehaus adjourned the meeting at 9:42 p.m.

APPROVED: _____
Emily S. Niehaus, Mayor

ATTEST: _____
Sommar Johnson, City Recorder

**MOAB CITY COUNCIL, GRAND COUNTY COMMISSION, ARCHES
HOTSPOT REGION COORDINATING COMMITTEE
SPECIAL JOINT MEETING MINUTES
OCTOBER 30, 2020**

The Moab City Council, Grand County Commission, and Arches Hotspot Region Coordinating Committee held a Special Joint Meeting on the above date. Consistent with provisions of the Utah Open and Public Meetings Act, Utah Code Ann. § 54-2-207(4), the Moab City Council Chair has issued written determinations supporting the decision to convene electronic meetings of the Council without a physical anchor location. Due to the health and safety risks related to the ongoing COVID-19 pandemic and considering public health orders limiting in-person gatherings, the Moab City Council will continue to hold meetings by electronic means. An anchor location was not provided. An audio recording of the meeting is archived at <http://www.utah.gov/pmn/index.html>. A video recording is archived at <https://www.youtube.com/channel/UCI00z0Zgdmz4y1FoI0I7CJA>.

[0:03](#)

Special Meeting—Call to Order and Roll Call Attendance – Arches Region

Coordinating Committee: Committee Chair Curtis Wells called the Special Meeting to order at 12:33 PM. Participating remotely were Committee Members Curtis Wells, Kalen Jones, Jaylyn Hawks, Karen Guzman-Newton, Mike Duncan, Wes Shannon, and Evan Clapper.

[0:15](#)

Arches Hotspot Region Coordinating Committee Approval of Minutes – October 21, 2020—Approved

Motion: Committee Member Guzman-Newton moved to approve the minutes. Committee Member Jones seconded the motion.

Vote: Motion passed unanimously with Committee Members Wells, Jones, Hawks, Guzman-Newton, Duncan, Shannon, and Clapper voting aye.

[0:57](#)

Adjournment: Committee Chair Wells closed the Arches Hotspot Region Coordinating Committee meeting at 12:34 PM.

[2:49](#)

Call to Order and Roll Call Attendance – Grand County Commission:

Commission Chair Mary McGann called the meeting to order at 12:36 PM. Participating remotely were Commissioners Mary McGann, Evan Clapper, Curtis Wells, Gabriel Woytek, and Jaylyn Hawks. Grand County staff participating remotely were Commission Administrator Chris Baird, County Attorney Christina Sloan, Assistant Commission Administrator Mallory Nassau, Clerk/Auditor Quinn Hall, and Planning & Zoning Director Mila Dunbar-Irwin.

[4:24](#)

Call to Order and Roll Call Attendance – Moab City Council:

Mayor Niehaus called the meeting to order at 12:37 PM. Participating remotely were Councilmembers Tawny Knuteson-Boyd, Kalen Jones, Karen Guzman-Newton, Rani Derasary, and Mike Duncan. City staff participating remotely were City Recorder Sommar Johnson, Assistant City Manager Carly Castle, City Engineer Chuck Williams, City Attorney Laurie Simonson, and Communications and Engagement Manager Lisa Church. UDOT staff participating remotely was Region 4 Deputy Director Monte Aldridge.

[5:49](#)

Citizens to be Heard:

Comments received during the meeting:

Reed Pendleton: “Yeah, I’ve just got a quick comment to make. My name is Reed Pendleton. I think the shuttle is a good concept, but I’m afraid of how much use it would get from the accommodation sector that it seems to want to target. I feel like, in my experience, most of my

guests drive into town anyway, just because they're on their way to or from the parks or the trail systems. I can see people who are purposely driving into town to shop or eat using it; but I think the parking would be a bigger necessity in my opinion. I have found myself personally trying to run errands to certain businesses and such downtown and not able to find parking. I also do worry about the construction of the parking and what effects that would have in the short-term. One other quick comment about the bypass: I do support the bypass 100%. I have seen comments where a bypass would potentially hurt downtown businesses, and I don't think that's the case here. I think a lot of the South valley residents, people staying in accommodations on the South end of town, and truckers are going to appreciate the bypass in order to avoid congestion downtown. This would encourage people to go downtown more and shop and eat and have a better user experience due to lessened noise and traffic. If we are going to continue to encourage economic diversification and growth, we need to create the infrastructure to better handle the people who are here now, as well as the ones who are coming. As the South end of the valley continues to grow, it will only create more of a demand for a bypass. Thank you."

Neal Clark: "I submitted comments, but I was actually hoping to speak on just a little bit broader view than what I submitted. I'm Neal Clark, I live in the Mountain View neighborhood. To start, I don't actually think anyone here lives in Mountain View so I want you all to think about how your opinion might differ if you were discussing a highway within 100/500/maybe even 1,000 feet of your home. Would you have even moved there in the first place? I want to speak to the frustration that myself and many members of the community have around this entire issue. And that frustration stems from the continual runaround that we've received from elected officials for years now. I can't even begin to tell you how many times I've heard/been told not to worry, that a bypass is not on the table, that we would never do anything to impact one of the neighborhoods. But that's really never been the case, and the bypass continues to bubble to the surface usually and honestly, conveniently, right around the time when everyone's frustrated with traffic. Which, to be clear, is due to the continual over-promotion of the area. So anyone who's looking at it subjectively can see that the only outcome of more analysis and process is the determination that the only feasible route is going to be through someone's neighborhood; and so far, that neighborhood is Mountain View. It's a mixed-income neighborhood of people who've worked extremely hard to be able to buy their homes, and who can't simply sell their place and find a new location in town. And so a resolution in support effectively throws your support behind a process that you ultimately cannot control, and that risks destroying someone's home. For those of us who live in the crosshairs of every proposal to date, there's no benefit. So please don't downplay or obfuscate this issue by saying that you're only exploring the idea further, or that you'll only support a tunnel; because a resolution in support of a bypass is supporting a process that leads to one outcome. So please be forthright, please stop placating. If you support a bypass through Mountain View, you owe it to everybody to be straightforward about that. And if you don't, then do not move forward with a resolution. Thank you for your time."

Kyle Bailey: "Here's my 'Citizen to be Heard' contribution to the UTV Noise and Traffic in our Neighborhood Communities Issue: I want to thank the Moab City Council and Grand County Council for addressing the effect that UTV Noise and Traffic is having on our city and county residential areas. The last joint County and City meeting took needed action for the community and now we have direction and momentum to address the concerns that have been articulated by so many of the citizens in Grand County. I'm sure I don't need to describe or repeat the outcries/comments/testimonies/information about UTV noise and traffic and the stressful effects it is having on people in their homes and businesses. I'm sure you have received that input. I don't think I need to discuss the negative and disruptive effect UTV traffic is having on our ability to keep our sense of neighborhoods and community. I'm sure you've gotten that input and had that conversation with constituents. Your actions at your last joint meeting make clear

that you want to strengthen and support the Grand County community, and that your neighbors and citizens come first. You were presented with a petition, 'Make Moab Quiet Again', signed by over 3000 people as of today, (mostly local citizens) that asked local elected leaders to take steps to do something about the UTVs' out-of-control presence on our streets. That was an impressive request for help from local citizens to you and the Utah State Legislature. That was an impressive request that unacceptable UTV traffic on our streets.....be addressed. Sincerely, Kyle Bailey”

Katherine Holyoak: “Hi Councilmembers, this is Katherine Holyoak in Moab. I had technical difficulties there for a minute. I submitted an email, which somewhat is defunct now because I really appreciate Curtis Wells calling this morning and clarifying some of the things that were going on with the bypass. But I was very concerned because the way it came across from your website was that we were making final decisions for bypasses and that type of thing, which that is not true, I have learned since. I would hope that when you do consider this, I wouldn't mind seeing a bypass happen, but the way one of them was drawn went right through my business. It would have ruined and wrecked our business because it came out through our property on South Main, just past Knowles Furniture Store. But, anyway, he explained to me that that is not what you're doing today, and I appreciate his clarification. But I just want you to know if there is a bypass, I would like to see it coming farther out of town than just staying right here in town, which would somewhat landlock the town still on the South end as compared to the North end. But, anyway I appreciated being called this morning by him and just wanted to clarify that, because the email that I sent is kind of not valid at this time. But I would like to see a bypass happen, but not in my yard. So thanks for your help.”

Melanie Snow: “Hi. After looking at your map and everything, I'm neighbors to the Holyoaks. So you're proposing to put the road that would go alongside our house as it cuts down to the main highway. To me, that's just not feasible; there's already a two-lane road that goes right by McDonald's. I don't know why you'd need to put another road in our backyard, and then come down along the side of our house. As we sit now, the highway noise from the semi-trucks that go down the main highway are already bad; so I couldn't imagine them coming down the hill to connect. And we hear them all night long, so I don't know how that's going to be feasible. And even the cost of it would be extraordinary. When you're planning a two-lane road when there's already a two-lane road there. I do agree there needs to be a bypass. I mean, right now, it takes over an hour to get into town from Arches, which is absolutely ridiculous. But I think in your study it says that the residents wouldn't be affected; there's several residents in the area that will be affected. So I don't know whose study that was, obviously someone that doesn't live in that area. But there are residents that will be affected. And, you know, we put a lot of time and money into building our place there and enjoying Moab; and to do a road like that right in our backyard and down alongside our home would be devastating. Thank you.”

Kim Kirks: “Hi, this is Kim Kirks. I just was wondering if the pollutions have been addressed and wildlife with that going through behind the neighborhood of Mountain View and McKay Place?”

Written comments received before the meeting:

Tracy Martinez: “I was just made aware of the plans of a bypass behind Doc Allen Dr. and I am writing in regards to how against this I am! I live on Doc Allen and if the City has so conveniently forgotten that a sink hole formed under a house in my neighborhood and that geological studies that were done on the hillside suggest the fragility of the soil in our area I can pretty much bet that this bypass would not be a good idea for our neighborhood. Along with this reason I can think of a hundred or more reasons NOT to do the bypass by our neighborhood, if

you would like a list of those, I would be happy to provide, but trying to make this short and sweet. This was brought up many years ago before they developed up here and it should have been done then but It's too late now. I dislike the traffic as much as anyone but please take in the consideration the people that live here all year long trying to raise a family and pay their taxes.”

Zach Raney: “I think the bypass would hurt the community more than help the traffic congestion in Moab, this town is more popular than ever and I do not wish for us to squeeze every penny out of it at locals expense. We should focus on advertising Moab less and look for more sensible alternatives that decrease the amount of visitors we see annually. I co-own a business in this town and the amount of demand we have seen has grown exponentially in the past 5 years and it is absolutely unsustainable. We need to work towards common sense alternatives that protect the Moab local -Zach”

Amy Walling: “I am writing you today in regards to the bypass being considered behind the Doc Allen subdivision. I have included below, excerpts from a State of Utah geological survey, why this is not a good idea. The area of Doc Allen Drive and the Allen subdivision is geologically mapped as predominately Quaternary younger alluvial fan deposits, with Triassic Chinle Formation and Pennsylvanian Paradox Formation mapped at the northern end of the subdivision. Subsequent geologic hazard mapping indicates portions of the Allen subdivision are within an area for potentially expansive soil and rock or potentially expansive and gypsiferous soil and rock. Up to four parallel traces of the Moab fault lie immediately west of the subdivisions, with most of the traces covered by Quaternary deposits. “Fresh water was pumped into a massive salt bed in the Moab Valley salt-cored anticline to produce brine from a second well. The injection well was originally drilled for oil in 1943 and was recompleted as a brine well in 1960. The boreholes, located in SWI/4SWI/4 section 1, T. 26 S., R. 21 E., reached the first salt bed at a depth of 900 feet, but produced from another bed at an approximate depth of 2,000 feet. The brine contained about 310,000 parts per million (ppm) sodium chloride and 1,200 ppm calcium sulfate (Mayhew and Heylman, 1965). Daily brine production in 1965 was between 400 and 3,000 barrels. Brine production forms large caverns in the salt beds. No one has any idea of how deep and how wide the caverns may be. By building a bypass in this area with CONSTANT motion during the construction and continually after, you are putting the entire neighborhood at risk of sink hole damage. Is the City of Moab willing to take on this responsibility? Is the City of Moab willing to ensure there will no issues to homes, roads and other infrastructures in the area? In addition, from the same document from the State of Utah: “Further building in the subdivision should be curtailed, until additional information is available that indicates if building is possible with mitigation, or should be prohibited. Additional development on the Paradox Formation (exposed at the ground surface) north of Huntridge Drive will likely not be possible”. Consider your tax paying, hardworking citizens of Moab and deal with the traffic IN ANOTHER WAY, NOT behind the Doc Allen subdivision. Sincerely, Amy N. Walling”

Josephine Kovash: “Hello, I'm writing a comment for Citizens to be Heard during the joint City/County meeting on Friday October 30th. As far as Hotspot funding goes, I look forward to seeing how the three chosen options evolve and I am optimistic at the direction the committee has taken. I want to reiterate the importance of green infrastructure with both downtown parking and a Spanish Valley trail systems. I encourage the City and County to go above and beyond in considering permaculture concepts and the expertise of local permaculture experts in executing green infrastructure. Additionally, I want to reiterate the importance of people and bike spaces, and encourage broader and more permanent parklets like the ones outside of 98 Center. On the topic of the bypass: I want a silver bullet to the problem of having an interstate trucking corridor as a Main Street more than anyone, but I am simply not convinced

that a bypass is it. From the numbers, it just seems that this is an extraordinary cost for such little impact. And the potential negative impact on the Kane Creek residential neighborhood feels like high stakes to gamble with as well--I do not understand the logic of routing traffic which currently runs through a commercial corridor to instead route through residential neighborhoods. I encourage the City and County to be more creative in their thinking. Perhaps re-envision downtown and Main St. to strengthen commercial access for pedestrians and bikers on car-less side streets and alleys and utilize vegetation on Main St. for sound dampening and screening. Mitigate the use of 500 W as a Main St. detour through lower speed limits and green infrastructure that might slow traffic down, deterring its use as a viable detour and making it more bikeable and pedestrian friendly for people in that neighborhood. Strengthen public transportation in the valley for visitors so that they don't feel the need to drive everywhere when they stay here. I feel like there are smaller more holistic solutions out there to be found. I don't think we can build our way out of this with the massive project of a bypass. If the numbers showed a different outcome, such as half or more of the traffic currently downtown being re-routed, then I could see re-visiting this idea. Thank you, Josie Kovash”

Elizabeth R. Bond: “We have just bought in Spanish Valley. I am returning to Moab and my husband is a life-long California dweller. I have family on Plateau Circle, Murphy Lane, and in the Holyoak subdivision. There is already semi-truck noise echoing around the larger Grand Valley. As there has been since 1980 when I moved here the first time. Occupants of Doc Allen Drive who have a NIMBY attitude are not looking at the community's needs. It is not a matter of a few restaurants on Main Street wanting outdoor seating (although that is not a trivial matter) - - we came into town late evening on Oct13th/2020 -- MIDWEEK. The backup was from before Potash Road. It took us at least 40 minutes to get to Sage/Holyoak turnoff. If NIMBY on Doc Allen wanted to retire to peace and quiet, they should have bought at Pack Creek Ranch or Wilson Arch. For those of us who want to live in a vibrant and dynamic community: PLEASE move forward on a bypass route that should have been enacted forty years ago. Thank you.”

Judy Powers: “I am very pleased with the Hot Spot recommendations for a shuttle, bike/walking path from Spanish Valley and dispersed parking in the downtown area. All of those are much needed. I am alarmed by the bypass plans. I am shocked by the predictions of the increased traffic by 2030 and agree something needs to be "done". However these plans are woefully inaccurate and ill-conceived. A highway could be a good solution but neither of these plans enables the traffic to move unimpeded. There are many serious considerations including the fact that neither of these plans create a flow. Both require stop lights, have left hand turns and in general do NOT seem to do what is intended. In addition plan 1 D doesn't account for crappy soil (there have been sink holes up there), serious noise bouncing off the walls all over town and tunnels(?) Besides the fact that it is very close to the Mountain View Neighborhood and ultimately dead ends right back on the hwy. There is no flow, meaning the ability to flow without traffic lights and left hand turns. I am concerned about para-touring assuming that is the people flying noisily over our valley. The sound starts way before they are overhead and continues well after they are gone. It's bad enough that we are bombarded with UTV"S but from the air as well? Egads. I may be too late for this but I'm not happy with the idea of buying new homes at Walnut Lane. While the construction is being delayed there are lots of options for the people living there to transfer to Cinema Court, MAPS, and other affordable housing. Buying new units that cannot be moved and financed, AND will continue our affordable housing being crappy trailers is frustrating. We need to be going in the opposite direction. Please reconsider and work on getting the people living there now into other affordable housing situations.”

Brian Hays: “Hello, Please pave Rainbow Drive. This is a dirt road within city limits on the north side of town. There has been a large increase in traffic with the new Preserve development

going in over the last 5 years. The road is very dusty when it's dry and muddy with precipitation. The city passed increased taxes for road maintenance a few years ago. These funds should be used for projects like this. Thank you."

Lara Derasary: "I am completely opposed to Bypass Alternative 1A. I see no benefit to our community in bisecting a neighborhood with a highway. Nor do I see benefits to reducing congestion. Kane Creek is already more heavily trafficked than it was in the past, and I just see this as a way to move Main Street traffic a few blocks west and out of sight of Main Street businesses and into the front yards of residents. Moreover there will be a new traffic choke point at Kane Creek and 191. It's dangerous enough as it is at this intersection with a cross-walk and vehicle traffic coming in and out of McDonald's and the Brewery/Village Market parking lot. Putting a bypass on this road would be irresponsible and negatively impact the residents in these neighborhoods as well as community safety and quality of life in general. I am on the fence on Alternative D and would need to be persuaded that adjacent residents approve this option and by design. Again, I think this alternative will impact the adjacent neighborhood even with a sound wall. It is preferable to Alternative A in that it doesn't bisect a neighborhood, and it gets traffic further south. That said, I think for a bypass to be truly effective, it needs to get the truck traffic south of the south town Shell station. I also worry about increased/amplified noise from trucks closer to the rim, and I wonder about the geologic stability of Alternative D given the Paradox formation that created the Moab Valley and the known presence of sink holes on the west side of the Valley. Finally I have concerns for the cumulative impacts of both a new bridge and additional traffic at the Portal, on river morphology, riparian health and the health of wetland flora and fauna."

Marcia Ewell: "I live on 500 West and have a rental with an elderly couple on my property as well. We cannot go anywhere on a Sunday during the main fall or spring season and be able to get back to our homes due to the long line of traffic blocking the roadway. Last Sunday, I witnessed a fire truck traveling very fast northbound on 500 West in the southbound lane running full code, lights and sirens, speeding past all the stopped vehicles that were blocking the northbound traffic flow. I was a Law Enforcement Officer for 7 years and thought this was a very dangerous situation. I am very concerned that my tenants, myself or my neighbors may have difficulty in the future trying to get emergency services to our homes with the worsening traffic gridlock. It is also a very dangerous situation for anyone north of town, in the parks, roads, airport, camps, trails or river that might need emergency services with the current traffic gridlock. I know there have been past deaths on main street due to the excessive traffic of locals, tourists and truckers. I strongly support the construction of a bypass to connect S 191 via a bridge to Potash Rd. I believe this will be a huge benefit to the town residents and businesses and all vehicular traffic to have a bypass and will alleviate many of the traffic congestion and be a safer situation for everyone in Moab. I also understand some homes may suffer some impact to their quality of life from noise or fumes or other bypass related issues. I hope the Council will do everything possible to mitigate the negatives for the few that might be impacted, but will make the bypass happen for the sake of safety and quality of life of the overall community."

Clint Ball: "Regarding the proposed highway bypass. Moab government seems to be intent upon making this place unlivable for residents while giving it all away to visitors. I do not agree that having two noisy, crowded, ugly, high speed (relative to residential streets) routes through town is more desirable than just one. Too busy, too crowded, too loud, too much emphasis on persons passing through and no emphasis on quality of life for those who choose to live here. Channeling traffic through a commercial center makes good sense for both visitors and residents. Running traffic through residential neighborhoods and open space is purely punishing those residents for their choice of which small town they chose to live in."

Chelsea: “I have many concerns about a potential bypass and sent an email with more details. My main concern is that a bypass would be detrimental to my neighborhood and would only be beneficial to truckers. I do not believe it would solve our traffic issues, but regardless, I hope no action will be taken until the highway widening is complete and we can see the benefits of that project. The main thing I want to concentrate on with this comment is potential business loss if a bypass does happen. While I don’t believe it would alleviate traffic issues or vehicle noise in the valley in a large enough way to outweigh the overall impact of a bypass, as a Main Street retail employee, I do notice people stopping and supporting local business who are otherwise passing through. I am sure part of that is having available parking, which is not always a thing, but it is something to note. It might be another way in which we lose with the construction of a bypass.”

Christina Behling: “Hello Mayor and Council members, My name is Christina Behling and I am a resident, taxpayer, voter, and 12 year homeowner of a house I built and live in on Doc Allen drive. I am opposed to building the bypass in the Doc Allen neighborhood for multiple reasons. This inherit problem is NOT through traffic, if it was Monticello would have the same problem. It is people coming solely for Moab and then turning around and going back to S.L.C. and never using this bypass. I believe that solutions for this are First, let's stop advertising Moab, the cat is out of the bag, people know about us so let's stop adding fuel to the fire. Second, let's wait and see if this huge and EXPENSIVE project North of town helps. We haven't even enjoyed the fruits of its labor yet. Third, if need be take the parking off of Mainstreet and add another lane and build parking garages. Having the highway above Doc Allen would amplify the sound that would reverberate off the rock walls. Also, the light would bounce off the rim wall. Aren't we supposed to be a Night Sky Community? This would not only effect the neighborhood nearby but make everyone in Moab miserable. The Moab esthetics would be ruined especially for people who have views of the rim. It would disturb the soil causing the area to become more prone to mudslides and flooding. It would entomb our large, local, neighborhood in traffic with no reprieve. Locals like myself, who have worked so hard in the community to buy a house would see their home values significantly decrease. I will share my opinions with neighbors and friends to grow opposition to this project. I would like to thank any council member that opposes this idea, you will have my vote. Sincerely, Christina Behling”

Kaki Hunter: “Concerning development of a bypass around Moab: 1. Rather than investing in a a bypass that will adversely affect neighborhoods I encourage the City and County to work with the State in developing a rail transport system. Trucking is one of the least efficient ways to transport goods. Getting trucks off the road and products onto rails is the next step toward greening the US economy and lowering emissions. 2. Build more bike and pedestrian paths throughout Grand County with public shuttles that take people to the trails. My observation is that most traffic is from folks coming TO Moab not THROUGH Moab. I was stuck in traffic returning to Moab from the north on 191 for 40 minutes late Sunday afternoon. There was not a single semi-truck in the line backed up from the Potash turnoff to the bridge. Traffic was backed up due to the stop light from the River Road. After vehicles got past the light all traffic moved along fine even with the road still under construction. 3. Reduce congestion by limiting the number of people allowed into the Sand Flats Recreation area. The Sand Flats area is getting overused and abused. Require a permit for only as many users the landscape can support. Require a reservation to to camp, and lastly it will come to the point as it has for all permitted River Trips; a Lottery to get a permit. 4. Direct the Travel Council to promote Moab as a pedestrian oriented community with an emphasis on exploring nature on foot or bicycle rather than in an OHV. Do we need to spend TRT advertisement-allocated funds every year? Could money be set aside for remediating the damage done from OHV abuse to trails? Instead of

advertising adventure sports and OHV use could advertising focus on low impact/leave no trace education? Thank you for reading my comments!”

Mark Olson: “Hello and thank you for taking my comment. I want to let you know that I am adamantly against the two options the 2018 study proposed. Both would have significant negative impacts to the mtn. view community which has over 100 hours. This would also be a hug waste of money for no reason. We have traffic maybe 10 weekends a year, it is truly no big deal. If it is a big deal let's do something. Let's get rid of parking on main from Grand Tire Pro's/Sweet Cravings all the way to High Point. Let's get rid of left turns in the same spot. It doesn't have to be all year either just March-June and Sept-Nov. Let's do the transportation hub north of town with transit. Let's try a myriad of other cheaper, more environmentally friendly, more in line with preserving a neighborhood for the people who live here. I live here, and I could care less about sitting in traffic a little, as long as I can return to my house after and find peace. Please stop this short-sighted plan.”

Lori Adams: “I am writing this letter to express my concerns over both of the bypass options presented in the 2018 bypass study. My husband and I purchased a home on Doc Allen Drive in 2014. Although we are not full-time residents of Moab, we are recently retired and are spending more and more time here. My concerns over the bypass are not just for myself and my neighbors, but for all of Moab. My biggest concern is the noise that would be produced having a bypass up against the rim. We all know that vehicle noise has been a big issue in Moab, and semi-trucks traveling against the rim will add to the problem. Also, I believe that the visual effect of the bypass would ruin part of the natural beauty that Moab offers both its residents and visitors. In the introduction explaining the need for a bypass it states that a "bypass solution must prioritize neighborhood integrity and character". I don't think that a bypass above Doc Allen Drive, or on Kane Creek could have anything but negative effects on the neighborhoods. Currently our neighborhood is very quiet and peaceful. That would not be the case with a bypass above us. A solution that could be explored more is to move parking off of main street, and have more lanes of traffic. Possibly some pedestrian bridges for crossing streets? Maybe we need to wait and see how traffic flows after the construction is finished north of town. I know that traffic is an issue, but I feel that there is a better and more creative solution that putting a bypass through or near a residential neighborhood. Thank you for your time, Lori Adams”

Sheila Strahan: “In regulars to the proposed bypass road: I notice that the 2 options attached to this agenda both include a bridge over the river to connect Kane Creek to Potash road and agree that if a bypass road is the best solution to the traffic problems (I'm not convinced of this yet), then an extra bridge is key to making it work. Between the two options, utilizing Kane Creek Road as the bypass route is the better option - the infrastructure is already in place and if widened and improved with traffic lights, it would serve the purpose proposed without having to create a whole new road. I hope that the people studying this issue are considering some of the alternatives that have been proposed (I don't know what has been officially proposed, only what I have heard from fellow citizens). For example, one suggestion I've heard: since the primary traffic issues appear to happen at the same times each week and only during the 'on season' (Friday and Saturday evenings southbound into town and Sunday mornings/afternoons northbound out of town), what about re-programming traffic lights during those times? I have many friends who live on or near 5th west, and know that their lives are miserable during those times right now - turning off the Light at 191 and 5th west on Sunday mornings would keep the out of town travelers out of those neighborhoods and would allow those residents to move around town in alternate ways instead of being stuck in their houses. There have been other suggestions as well. I think it's important to acknowledge that there are many issues cropping up right now all related to the same thing: too many visitors. So, if our town decides they want to

solve the traffic issues with a bypass, we need to make sure we know that it only makes sense to spend that ton of money if we put in a second bridge; AND we need to realize that this will not solve the other issues from too many visitors and may, in fact, make some of them worse . . .”

Valencia Miller: “As a resident of Doc Allen neighborhood, I respectfully ask that these two points are considered: 1. Table the Matter until 2025. In my humble opinion it would be best to table the discussion of the US 191 By-Pass until the completion of the current US 191 Expansion Project. In your document, Introduction to A Bypass Discussion, you mention that the 2018 analysis and proposal is currently being considered because “the traffic congestion Moab experienced this fall is a compelling reason to look hard at this alternative concept today”. This statement is very vague and in need of more explanation and exploration. Is it the construction or volume of vehicles that is the cause of the congestion? What are the areas of congestion that you are referring to? What day of the week and time of day are you referring to? It would just be nice to know the answer to these questions before considering a project that you previously deemed to be “excessive”. 2. Consider Restructuring Vehicular Traffic. I would like to suggest an alternative to the possible \$125 million dollar By-pass project. Since the US 191 is a very important route for commerce and happens to be our current Main Street, I would like to suggest that parking on Main Street is prohibited and those parking spaces be re-assigned as lanes which would allow 3 lanes in each direction. If this was an agreeable implement then parking would be limited to parking structures and side roads. Furthermore the semi-trucks could have a designated lane to pass through town. In short, a by-pass bridge and tunnel through residential areas is something that we should consider AFTER exploring and implementing other methods of traffic control that we have available to us with far less expense especially since it appears that we are considering to spend millions of dollars to save 2 to 5 minutes of our life at best. Thank you for the opportunity to share these thoughts, Valencia”

Jason Ramsdell: “I oppose any and all traffic bypass routes around the city of Moab; whether tunneling through the cliffs, under Main Street, or “behind” Mountain View neighborhood. Please keep all traffic (Including trucks) on 191. Neighborhoods in Moab, like Mountain View, need a quite respite from unrelenting noise from traffic echoing off the cliffs to neighborhoods below. The UTV noise and traffic problems in Moab are bad enough, and we don’t need more traffic and noise with an expensive bypass. In addition, the BLM land behind Doc Allen Drive is used by many locals for needed quiet recreation such as hiking, dog walking, and mountain biking. Yes there is noise and congestion on 191, but please keep it there and not in and around our neighborhood sanctuaries. Thank you, Jason Ramsdell Huntridge Drive”

Liz Ballenger: “I was shocked and disappointed to see discussion of a Moab bypass on the agenda yet again and am writing to express opposition to the ill-conceived options presented in the 2018 study attached to this agenda item. I am extremely opposed to any bypass that would negatively impact Moab valley neighborhoods, and I know many of you are as well. I truly want to believe that you put the quality of life for we who elected you as your highest priority. But I have to admit I question WHY, with all that is going on at this time and the Hell that is 2020, would you choose to resurrect this highly contentious issue, seemingly out of the blue, now? And WHY, if you do oppose bypass options that impact our neighborhoods, would you include the 2018 study as the only supporting documentation for this agenda item when it so obviously impacts our neighborhoods?? The 2018 Study is highly questionable as it lacks any supporting data and explanation for the conclusions presented. In any case, I’m very concerned that by signing onto any resolution supporting a bypass scenario now, you will set us on the path towards a very impactful future bypass. Let’s face it, while we all support the concept of a magical bypass that gets semis off Main Street and reduces traffic, (another questionable assumption, since we all know areas south of here have no traffic issues!) bypass options that

won't impact neighborhoods (i.e. tunnels) will ultimately be cost-prohibitive. A resolution supporting a bypass now may set us on a path of more studies and planning that ultimately conclude that surface options (such as those along Kane Creek Dr. or a trench behind Doc Allen Dr.) are much, much cheaper. By this time, untold millions of dollars will have been spent in decades-long study, planning, and momentum for this project. Do we really think UDOT and the State will fork over billions of dollars for tunnel construction in little 'ol Moab when they've subjected residents on the Wasatch front to highway construction in their backyards?? This is naïve thinking, and if you are truly opposed to a bypass that impacts our neighborhoods, then stop this process now and focus your efforts on addressing the root causes of our traffic problems that stem from unbridled industrial tourism. Thanks for all you do in supporting your constituents and our community. Liz Ballenger”

Deborah Holyoak Martinez: “Deciding on the best “route” for a bypass without informing the parties possibly effected is devious and wrong. Using COVID to move forward agendas without the right to a face-to-face public meeting to hear and see all parties’ feelings/ideas is unconstitutional. My family helped settle the Moab valley and all the city and state has done is take that away. My grandfather had to take what was offered at pennies on the dollar for the road through his property or loose it to the state/city years ago and now you are trying again. You’re fine to support anyone that doesn’t stand in your way but mow over anyone who doesn’t support your agendas. My family has paid taxes (HIGH taxes) for years so you could develop and frivolously spend money in Moab and now you want to take the very hand that has fed you from their hard work and ingenuity. You leave cities that are too congested and busy for a quieter, beautiful area only to step on the toes of those who have made it what it is. If Bypass 1D is chosen you will encounter Indian artifacts along that area that should be properly cared for and maintained. Where do you think the rock in the Swanny City Park with the petroglyphs came from? The full woven pot that sits in the museum and found in a cave 20 years ago? Many arrow heads and grinding stones? My parent’s backyard, the very area you are looking to put a Bypass through to accommodate the traffic that city officials pushed and pulled to bring here on their own agendas. What about the wild life that continues to find its way to and from the river along this route? Push it aside as well? You’re not okay with the swamps having a road but do you realize the other wildlife that lives on and through the cliffs? When does the beauty, wildlife and people that made Moab great from the beginning get put first before the tourists and visitors in and through the town? How much is the city council and state willing to sacrifice to the extent that Moab then loses its appeal and falls like the mining crash? As long as you place the noise outside your “City Limits” it’s okay and you’ve done your job? Wake up and serve the people you were elected to serve!”

Katherine Holyoak: “My name is Katherine F. Holyoak and I am addressing number 9, the bypass in Moab. As a background, I live next to Knowles Furniture store and across from Maverick and the big field. I live about 200 feet back from Highway 191. I have lived here about 50 years. 2 nights ago I found out the bypass would literally be within 50 feet of the steps of our A & E Electric business!!! I don't need to tell you it has been an absolutely complete shock and blow to the head to find out where this could be located. It would literally decimate our business because we would no longer have access in any way, to use our business as we know it, eliminating access for supply trucks and parking and access to the business! You have known about these bypasses plans since May of 2018, the date on the plans. It would have been the courteous thing to do to have at least contacted us to make us aware of this. These plans, in FULL, have NOT been available to the public! I am absolutely shocked and surprised you did not even consider going clear along the base of the cliffs and clear OUT of town with an exit by the college and several other exists much further south. If you are truly forward thinking, for the next 20 to 30 years, you will reconsider and not bring the route back into town at my place, it

only bottle necks the traffic on the south end of town instead of the north! Consider the diesels coming off my HILL and trying to STOP at a light OR if going around a curve onto 191 having to STOP anyway at the light at 4th East just moments away. There would also be a bottle neck for trucks coming into town trying to turn LEFT to get onto the bypass road. There would HAVE to be a traffic light with a left turn arrow so they could get onto the bypass. Trucks and traffic would be backed up, light to light, waiting to turn left onto the bypass. An arrow kind of signal takes a long time to go through it's cycle, further stopping traffic on 191 IN TOWN going both directions. Again I cannot conceive why you did not consider the route to truly go OUT of town, merely get it off the 8 or 9 blocks of Main Street. I KNOW it would take more time and money for another by pass study but I will tell you this, IF the bypass does go through my place, I know in the not so distant future, someone else will have to go through what you are going through now, to change even this route, to get the traffic truly OUT OF TOWN!"

Andrew Kubik: "Hello, I am a local business owner and resident of Doc Allen neighborhood and I oppose the bypass as has been proposed. I believe this proposal is short sighted and nearly ineffective by the time it would be finished in 5 plus years or so. I believe an effective bypass would have to pass all of Moab AND Spanish Valley because Spanish Valley is rapidly developing. I am also very concerned about the noise and light pollution this would cause not just to the nearby neighborhoods but to all of the valley. This bypass being so close to the rock walls would amplify all motor vehicle sounds and lights. Thank you for your time, Andrew Kubik"

Dave Sakrison: "Let me begin by saying I totally agree in principal with the letter written Will Holoman Moab Sun News Oct 29 which should be in and of itself grounds to regulate the use of these vehicles. I would encourage you to read his article. We live on 300 South and in recent years we have seen the increase use of these vehicles on our street. The noise that they create has become intolerable, I would invite anyone of you to come and sit on my porch any weekday during the height of tourist season and see for yourself. Besides the noise there is a total disregard for the speed limit as they race up and down the street. Enough of the complaining, how about some possible solutions. 1) Obviously enforcement of existing laws/ speed, licensing, noise. 2) Education, owners of rental ATV's should have an obligation to inform and ask the people they rent to, to obey the laws of the community and to show some respect for the residents of Moab and Grand County. 3) Regulate through legislation the use of aftermarket mufflers. 4) Traffic calming initiatives (bulb-outs, narrowing street width, roundabouts, better signage. 5) Dedicated enforcement with severe penalties not just warnings. 6) Allowing residents to construct noise abating barriers that exceed four feet on their property. 7) Obviously the obstacle to addressing this issue is legislation on a state level, getting back local control of our community. I have other suggestions that I would be willing to discuss. In closing you have a tiger by the tail, you also have a petition with 2000 signatures and a bunch of silent citizens who have had enough, I don't envy your position but now is the time to get control if you don't I am afraid it will have detrimental effects not only to the residents but people that travel here to experience this beautiful place, this place we call home. Respectfully, Dave Sakrison"

Ryan Taylor: "As a lifelong resident of Moab, the bypass seems like an expensive short-term bandaid that will do very little to solve any of the problems long-term. The direction of growth for Moab is to the south. Both Bypass plans will merge traffic right into what is becoming the center of town. The environmental concerns, which will be significant, don't seem to have been addressed, not to mention the detrimental effects to Moab's established long-term neighborhoods."

Kelly Vagts: “Good Morning, I am writing in regard to the agenda item, on whether to draft a resolution in support of a bypass. I would appreciate, if this was tabled until we have exhausted other options. I, like others I speak to, am exhausted by the sheer volume of visitors and traffic we have endured this fall. This is the first time, in my 16 years residing in Moab, that I've felt this tension around tourism. We are a small valley and, in my opinion, have reached capacity. I would like to see our elected officials support an end to advertising and overnight accommodation growth. Where our numbers are currently at, our businesses are making money, our residents are paying their bills, and now it is time to say this is the cap - no more growth in the tourism industry. Last weekend I was able to escape the Moab madness and float down the San Juan river, because of the graciousness of a friend who had a permit. He tried to extend the permit and add people to it, but the numbers on the river were at their maximum so the trip stayed as it was originally planned. I realized that even though the permits were all taken, we only saw 3 other groups, and enjoyed an incredible wilderness experience. Why can't this be the goal for our elected officials and our community? Why can't we say, no more tourism growth? If the current hotels are full and campsites reserved, you will have to visit another time. The area you are proposing is a sanctuary for my family and others in our neighborhood. Kids have forts built and go sledding, our dogs get their runs in, and we neighbors pass each other on our morning walks and make small chat - reminding ourselves why we choose to live in a small rural community. We can no longer do this at Mill Creek. Please don't make this another area we have to say good-bye to because of unregulated tourism growth. Please, find another way, and put the bypass idea to rest once and for all.”

Mr. Marc Thomas: “Case studies show that bypasses often fail to resolve the congestion they're designed to avoid and the environment and neighborhoods lose big in the long run. Fortunately, just like setting up this Hotspot Committee to propose alternatives to a downtown parking garage, there are better solutions to our traffic problems. Please set aside the time to determine the true cause of our congestion, such as poorly timed lights, local traffic with no alternatives and tourism growth. With that understanding in place, a suitcase full of improvements can be developed to provide long-term traffic relief, including, among others: Improving local road networks near or parallel to Main Street; Adding turn lanes; Improving transit options; Limiting parking on Main Street; Optimizing traffic signal timing. Let's not spend hundreds of millions or billions of dollars on degrading neighborhoods or bulldozing the landscapes that make Grand County special. By moving beyond a bypass as a knee-jerk reaction to congestion, our councils, with the help of experts, can develop more effective responses to the traffic problems we're encountering while at the same protecting our neighborhoods and our environment.”

Nichole Taylor: “These bypass plans are going to create more problems than they solve. First, there's the sound problem. Every time fireworks go off or a thunderstorm rolls in, the sound echoes off of the cliff face and bounces back down into the Moab neighborhoods. Putting more traffic up there is only going to make Moab's sound problems worse. Second, Huntridge, Doc Allen, And Mountain View are residential areas. We already have a problem with traffic being diverted into those areas. They used to be amazing neighborhoods, but now I can't let my kids play in front of my house because of the traffic and people who are filtering in. Diverting more traffic into an entire area of residential is going to ruin what we love about our neighborhoods. Third, this is only going to create an even bigger traffic jam in front of Maverick as traffic will have to merge with what will soon be the middle of town. This won't solve the traffic problem. The people aren't coming to Moab just to bypass Moab for another town. They are coming here to be in Moab. The diesels have to stop here to make their deliveries. The traffic will still stop here for the university. The tourists will stop here for the hotels and restaurants. Diverting the traffic into residential neighborhoods won't change that. It'll just make things harder for those of us who live here.”

Karen Tremaine: “Comments item 9: Potential Bypass I am not in favor of constructing a bypass as a possible solution to traffic congestion for the following reasons: 1. Reviewing the 2018 Study results it appears to be a very expensive solution with significant detriment to neighborhoods and surrounding landscape yet does not address what I see to be the actual problem. The bypass, as indicated in the study, is really about predominately moving commercial trucks around Main Street accounting for 36% of total traffic. Trucks move efficiently through town. The problem is the remaining 64% of traffic, mostly attributed to growing tourism. The times I have been in traffic north of town, mostly due to the current road work, the vehicles are comprised of out of state cars, RV’s, ATV trailers, fifth wheels all heading to campgrounds and downtown hotels and shops for the most part. Comparatively few trucks. 2. Peak tourism, basically the cause of the downtown congestion, is 5 months of the year- March through May and September through October. Investing 125M (plus another 125M for a tunnel) to divert a few trucks, really only necessary in the Fall and Spring, is saving a visitor 3 minutes to get to Arches with a significant decrease in quality of life for residents of Moab. 3. Moab officials have continually put the growth of tourism before the quality of life of the locals and this is another example. A bypass will not only not solve the problem but destroy open space locals enjoy and the pipe dream trail (Alt 1D), increase total traffic noise significantly as now you will have two highways through town and neighborhoods with noise echoing off the rim, create an ugly eyesore with a bridge at the river confluence; a view most people enjoy from various rims, and create a highway on Potash where camping, climbing, road cycling is enjoyed. In conclusion, I ask you to consider who is actually benefiting from this visitors or locals and at what expense to our quality of life. Also, to consider are you really solving the problem by building a bypass. The congestion is not the trucks but vehicles, large RV’s, etc.. trying to park and shop. Could money and energy be better spent by addressing Main Street flow and parking or a pedestrian retail area to pull traffic off of Main as is being considered in Steamboat Springs where I moved her from. Thank you.”

Michael McCue: “Dear Council and Commission members, I support the Moab Bypass Concept 1D. I live in the City of Moab as a full time resident and homeowner. I looked at a map of Moab before we purchased our home, and since that time it has seemed obvious where a bypass will inevitably be located. Moab is a bottleneck on one of very few arterial roadways in the region. Resistance is futile. Traffic density will continue to increase and negatively impact the quality of life in Moab. It seems irresponsible to procrastinate any longer. Moab citizens are reliant on leadership to provide for the future needs of the populace. Please move forward with the bypass project.”

Michael Wolfe: “Councilmembers and Commissioners, I’m writing to urge you to vote against any resolution in support of a highway bypass. This is a ridiculous idea in 2020. I live at 228 Aspen Ave so I am well aware of how a potential by-pass could affect my family and my self’s quality of life. A little bit of history is needed here. UDOT, who has the expertise and knowledge of how to predict future needs and manage traffic congestion, offered the City of Moab an option of exploring the possibility of building a bypass of downtown for Highway 191 back over 25 years ago? Because they saw the writing on the wall that in the future traffic congestion would be a big problem. The route they were proposing was where the present Doc Allen neighborhood is located. The city fathers and local businesses at that time said no way, we want all traffic to come down main street. At that time a major obstacle in design of such a by-pass was the challenge of relocating three underground pipelines and several high voltage power lines. Since then the city permitted the construction of houses on Doc Allen drive, in a geologically unstable area. The Moab fault underlies this area, large rocks and debris constantly fall and wash down from the escarpment above. When this subdivision was permitted the city also waived the existing

requirements for road access to be spread out over multiple entries, and thus directed all the traffic down Aspen Ave to Kane Creek Dr. instead of having the developer construct access roads over the top of the buried pipelines at each existing side road. I have to live with that additional traffic coming down my street. That was a bad decision but made to facilitate a land developer and build more houses, despite the zoning rules that were in place at the time. Michael Wolfe, 228 Aspen Ave, Moab, UT 84532”

Gia McCue: “Greetings, I support the Moab Bypass Concept 1D. I am a homeowner in the city of Moab and live here full time. I have heard claims that a bypass is intended to benefit downtown business owners to the detriment of residents. As a homeowner and resident with no business interest downtown I would like to explain that I welcome the bypass, and the relief it will provide. I think the bypass will be a benefit to all the people that want to enjoy our downtown as well as anyone that would prefer to pass it by. I think the bypass is inevitable and long overdue. Please resolve to support the bypass proposal. Thank you.”

Cynthia Barnes: “I am writing to express my strong opposition to the bypass alternatives that are proposed that will directly affect the Mountain View neighborhood. As a Moab resident I worked multiple jobs so I could fulfill the dream of having my first home. Over the years since I purchased my first house on Mountain View, I've poured so much time and love into it to turn it into my dream and escape from the (more often than not) hustle and bustle of Moab. Although family obligations have recently taken me away temporarily, I am disheartened to learn that the proposition has come up yet again, and I am adamant that either alternative proposed would drastically affect the quality of life established for any residents in our neighborhood. My concerns are that it would be an enormous cost and would not result in what supporters of the bypass believe would happen. Traffic congestion has become a contentious point for Moab locals but yet not for those towns south of Moab. So, this begs the question what good will a bypass do if the traffic in question is Moab targeted anyways? I do agree that a portion of the traffic does probably continue south but realistically the majority is headed to Moab. If a bypass were approved and completed, after millions of dollars are spent, Moab residents and families are angered and disheartened, and homes are no longer cherished, is the 5-7 minutes less really worth it? Another concern is the study itself and the accuracy of the findings. At what time of year was the study performed? What day? And was each vehicle that was counted asked where they were going? Was there any construction? Obviously, any construction greatly impacts traffic flow anywhere, so the validity of the findings then and even now would not reflect normal traffic flow. In conclusion, I urge the city council and county officials to look into mindful ways to improve the traffic situation, find and deal with the source. I understand that Moab is a tourist town and relies heavily on the tourism industry, which I have worked in in the past. However, if continued development of large-scale accommodations and national marketing campaigns continue, I believe the traffic situation will increase and continue to be an issue. When your sink is flooding you don't just divert the water, you try to turn the faucet down. Thank you for your time and I am hopeful you will agree this bypass option is not in the best interest of Moab residents that you serve.”

Emily Stock: “Last week, with all the stressful issues going on right now, I thought to myself, “Well, at least we're not still talking about a bypass.” Here we are, bringing up this contentious issue when time and time again there has been widespread public opposition. The timing honestly feels manipulative; everyone is stressed about traffic because of the construction and noise from UTV's, not to mention COVID and national politics. People want real solutions, which means we need to look to the root of our congestion problems. The idea of a bypass is a misguided direction for solutions. We cannot build ourselves out of congestion. Studies show this. We can't build more highways in the hopes of a quieter downtown. We will simply hear the

roar of high-speed truck traffic over the river (even if we were able to pull off this billion-dollar tunnel) in addition to 191 highway noise and UTV noise. Also, who would we be doing this for? The major benefactor would be the trucking industry. Downtown will continue to be busy, because we are beyond our tourism capacity and that is what causes 90% of the traffic. If we want to think solutions, we need to focus on our noise ordinance and be thinking about how we can effectively manage the continual onslaught of too many tourists. A bypass won't help us improve the character of our town; it will make it feel busier. The bottom line for me is that we will end up doing the most feasible route in the end if we support this resolution now, which means that it will end up going through a neighborhood. Once studies have started and the momentum of looking into the bypass starts, there will be enormous pressure to move forward with something, and that something will end up being Kane Creek. Let's not waste time, money, and energy on this pipedream. Let's do the work to find real and lasting solutions to our problems of diminishing quality of life for our residents. Thanks for your consideration."

Nate Rydman: "Good day, My comments are regarding the bypass discussion. The concerns that come to my mind are; UDOT's mission on this is primarily to get trucks and traffic around/through town, preferably at highway speeds with minimal disruption to their travel, and not our community's well-being. This means regardless of where the bypass is routed, we will have greatly increased the noise level due to trucks/traffic at high power settings trying to maintain speed going up the hill to the south and engine breaks being used to control speed coming the other direction. We know town is noisy now... Wait until then. Routing this bypass, as I know you are aware is a horrible issue. Nobody wants it through their neighborhood and our valley being small, and full, leaves no options. Discussions of using Kane creek or 500W (or anywhere else for that matter) for unobstructed higher speed flow through traffic greatly reduces the quality of life in those neighborhoods. New through roads through towns creates divisions in a community- it creates a place called "the other side of the tracks" or the like. We don't need that kind of division in our community. Right now, Main Street is a huge hassle. But we should not sacrifice what quality of life we have by increasing noise, disrupting neighborhoods, for the travelers who aren't going to stay anyway."

Constance Brichford: "Councilmembers and Commissioners, I'm writing to urge you to vote against any resolution in support of a highway bypass. I am aware of our traffic issues and how they have been pushed to a crisis point this fall, and am as frustrated by them as anyone else who had the pleasure of sitting in that backup north of town. But a bypass is not the answer. First, a bypass, will not actually solve the root cause of our traffic woes, which is overuse. Second, regardless of whatever caveats you might attach to this resolution, once approval for a bypass is secured, any bypass that is actually constructed will inevitably run through the Mountain View neighborhood, my neighborhood, either above Doc Allen or via Kane Creek, (1A and 1D as described in the 2018 study attached to today's agenda.) The proposed tunnel is completely unworkable. Permission and funding for this project will need to involve city, county, state and federal agencies, and it is naive at best to think that once these multiple stakeholders are involved, they will gladly hand over control of this multi-billion-dollar project to the Moab City Council, the only entity who is directly accountable to Moab constituents. UDOT and the FHWA will reasonably look at the bottom line and conclude that a tunnel is far too costly. There's no reason to believe they would heed local objections once the project is underway. (In fact, we need look no further than the Wasatch Front to find precedent for UDOT pushing forward despite public outcry and building highways adjacent to neighborhoods.) Any resolution in favor of a bypass, regardless of what caveats you may add to it, is a resolution that will open the door to a bypass through residential neighborhoods, whether it is my neighborhood, or my friends' neighborhood across town. Again, to believe otherwise is at best naive, and at worst, the type of cold, calculated maneuvering that shatters faith in local governments. If you are truly

committed to preventing "a negative impact on any residential neighborhoods" please vote against this resolution. There are better, less destructive ways out there to find a solution to the very real traffic problems we face, and I'm confident that if we turn our energy and resources there, we can find them. Thank you very much for your time, consideration, and the work you do for this community. Thanks again, Constance Brichford 777 Mountain View Drive"

Ryan Steenson: "I'm a little confused as to why this is coming up as an option again but I would like to voice my opposition to either bypass options outlined in the draft plan. I am a permanent resident of Mountain View Drive and mainly would be concern about the noise either option would create. Information from a UDOT study says moving traffic from downtown to the bypass would remove the noise of between 70,000 and 112,000 cars DAILY! If this is in fact an accurate representation of noise volumes, I would hate to see our neighborhood heavily impacted for the benefit of downtown commerce and ambiance. That being said I know a fellow neighbor commented in a council meeting in 2018 that there is the same number of trucks going through Monticello as Moab and they don't have a traffic problem. People, and more accurately tourist, are most likely the main cause of traffic congestion. It is mentioned a couple times in a Times Independent article from a couple years ago that "universal local support is key" to the development of this plan and I know I'm not alone in opposition to this. Furthermore, if local support is so important, I would like to see creation of a formal public opinion poll on whether the community fully supports the specific plan of a bypass near the Mountain View neighborhood. I'm all for alleviating traffic congestion to make Moab safer and more efficient but the plans and ideas I've seen surrounding the bypass don't seem to accomplish this goal. I appreciate your time and consideration of my thoughts on this matter"

Randall W. Fox: "Please consider changing all bike paths within the city and county from eBike (electrically assisted bicycles) exclusion to a posted 15 mph speed limit. This is how many municipalities across the nation control eBike usage, and most of the current illegal eBike/path users are visitors who probably have only speed restrictions back home. Also, a 15-mph speed limit on bike paths corresponds with the new 15 mph speed limit for UTVs on city streets. Thank you."

Bruce Hucko: "Grand County Commission, Moab City Council: Thursday October 29 re: Friday's dual meeting and the "bypass" discussion. You have to know that when you state or write "bypass" around Moab it gets people riled up. It's an emotional issue that speaks to the core of the Moab community and it's in that vein that I write. I have written to the city and county on this subject every time it's come up. I have listed personal reasons why a bypass should never be. I have offered arguments to alternatives in various proposals and have stated common sense and technical reasons why a bypass is not the answer to our problems. The subject has been around for over 30 years and every time it's been presented it's been dismissed, voted down, turned away and denied. Every time. Seeing that it's on the agenda AGAIN came as a surprise and has created quite a concern. That Mayor Neihaus and Commissioner Wells are presenting this together creates a host of questions (few of them good) and makes a bunch of us nervous and suspicious. We find this action at this hour, in these very trying COVID times, and on the cusp of probably the most important national election in our nation's history (as well as important local elections) to be extremely disingenuous. Folks are preparing for Halloween with their families. Others are out hunting. Some are probably replacing Monday's frozen pipes. We're all quite anxious about the presidential election and what will happen across this country no matter which way it goes. There are lots of pressing issues to distract us all right now. This move, whatever it's motivation, does not create much trust in them as individuals nor in the governing bodies they represent, and I'm sorry, but this includes you. What are they concocting and why? Why do they seem to be pushing the bypass and bypassing the public? Do I

sound paranoid? You bet I probably do. I have good reason. I live here. I purchased my home at from Ralph Miller in 1989. I have made Moab my home and have dedicated the last 13 years to working at HMK as the "Art Coach!" I am not passing through, or here to reap profits from the tourist economy, especially in a way that may sacrifice the quality of life that I and many residents enjoy here. The construction and use of any bypass in this area would destroy the very character of the place. As it is, I already hear every football game with the play by play bouncing off the cliffs and into my backyard. And I'm not a football fan. The noise would be terrible, not only for those of us in Mountain View, but for the whole of town. The cliffs act like speakers. I'm pretty sure that a bypass in this area would devalue my property and that of my neighbors and that is why we've already discussed organizing a class action lawsuit on the city and county should that happen. In an email response to Mark Olson (Oct 28, 2020. 9:22 AM) Mayor Neihaus wrote "I do not support any bypass option that increases noise or traffic in any of our residential neighborhoods. I will always place our residential quality of life over a reduction in truck travel time." By their very nature bypasses increase noise and traffic. The two forwarded alternatives in the 2018 Bypass Study involve at least one residential area. That being the case, and if the mayor's words are true, why are we entertaining discussing a bypass? As before, the thought of a bypass, stirs my gut perhaps more than most other development schemes hatched by private individuals or local government. I am opposed to any sort of bypass in the valley and especially in the Mountain View area. I am most certainly opposed to the city and county signing any sort of resolution or agreement that would give promoters of this most seriously flawed idea any legal standing in the future. My first suggestion to you, the two governing bodies meeting together, is to 1) kindly ask Mayor Neihaus and Commission Wells to remove the agenda item and should they not 2) take a vote as a double-body to remove the item from the agenda and should you not 3) entertain their proposal, but do not agree to or sign a single thing! Your constituents need in on this. From the start and at every turn. There should be public hearings . . . again. Information meetings . . . again. There should be time to re-access and process what is really being considered. The accompanying packet is greatly flawed. Given adequate time I'd be happy to list them. Very little in the packet really addresses the congestion issue. It's about moving trucks out of downtown Moab. Monticello sees pretty much the same truck going through their town and they don't have a downtown traffic problem. Our downtown traffic problem comes from the many tourists we attract to Moab (I'm all for really downsizing the Travel Council ad budget, people know where Moab is!) and the fact that they spend a good deal of time driving short distances up and down main street and then back and forth across main street. THAT's where the congestion is! Besides, the 2018 Moab Bypass Study Findings suggests that there are only two alternatives to the congestion problem. There are more. No bypass. Place the bypass on the EAST SIDE of town. As a local rancher told me, "It's just plain stupid to build on the high side of a ditch!". And that's what the area behind Mountain View is. Reduce congestion in downtown Moab by reducing tourism to levels that we can maintain without sacrificing the integrity and quality of life in our community. We're at that point right now. Another rub to that document is that there's a section for Benefits but not one for Issues and Problems (or whatever you want to call it). The final rub. Late last night there was word that changes had been made to the cover letter being presented to you by the Mayor Neihaus and Commissioner Wells. First, they get on the agenda and then they decide to write a cover letter explaining their actions and now last-minute changes. This does not appear transparent at all. If you really think that a bypass is an important topic, then open it up to the community. Let's review all of the studies that have been done including those before this flimsy 2018 job. Yes, it means rehashing lots of things, but if it's really important and not something that's being pushed forward for the sake of tourism, then let's put all the cards on the table, again, and see what happens. To do anything else is just plain . . . well, you know. Thanks for listening. Yes, I'm riled up. Bruce Hucko"

[23:18](#)

Presentation of Arches Hotspot Region Coordinating Committee Public Engagement Efforts – Lisa Church

Communications and Engagement Manager Church reviewed the public engagement efforts for the Hotspot Committee. There was a discussion regarding the results of the second survey. Mayor Niehaus thanked the Committee for their work.

32:42

Presentation of Concept Package and Transportation Project Prioritization List – Commissioner Curtis Wells and Carly Castle

Commissioner Wells thanked City staff for the public engagement efforts. He provided a brief overview of the potential projects. Commission Chair McGann read the following letter of gratitude: “Dear UDOT staff and members of the Utah Transportation Commission, The Grand County Commission, City of Moab Mayor and City Council, and Arches Hotspot Region Coordinating Committee would like to express our sincerest gratitude and appreciation to the state transportation commission and to UDOT for the tremendous opportunity to participate in the regional hotspot program established by senate bill 277 in 2017. The community is especially grateful for Utah’s generous and professionalism while the Arches Hotspot Regional Coordinating Committee has spent the past 8 months and 12 public meetings developing this concept package for your consideration. While the discussion has been lively at times, the regional hotspot program has provided a unique platform for our residents and businesses to contribute invaluable input and creative thoughts towards transportation issues and ideas in the Moab area. The projects now before you are a unique combination of basic, essential, and direct solutions, as well as innovative forward-thinking concepts that have the potential for growth and evolution over time. Together, this suite of projects accomplished the legislative mandate outlined in Senate Bill 277: reducing congestion, supporting economic development, and increasing recreational and tourism opportunities. The Moab community appreciates not only the opportunity presented by the regional hotspot program, but also the history of transportation infrastructure investment made by UDOT, the transportation commission, and the Utah Legislature into Southeastern Utah. Projects, such as the current North US-191 Main Street widening, the lane and shoulder additions to the highway spanning from Crescent Junction to the Colorado River, the improvements to Main Street and Moab downtown corridor, the Mill Creek Parkway reconstructions, and the approval for a roundabout off of 100 West. Your partnership in the Pack Creek bridge widening and your investment in this area’s regional transportation plan have been invaluable to improving the quality of life for residents and enriching the experience for those visiting the Moab region. Grand County and the City of Moab are extremely grateful for the opportunity to present this concept package to UDOT and the Transportation Commission. And this community appreciates your considerations for our proposal. We look forward to continuing our partnership as these projects move forward. Sincerely, Emily Niehaus, Mayor of Moab, Mary McGann, Grand County Commission Chair, Curtis Wells, Arches Hotspot Regional Coordinating Committee Chair and member of Grand County Commission”

Mayor Niehaus thanked UDOT for everything they have done. Commissioner Wells thanked the Committee members for all of their efforts. Councilmember Duncan thanked Matt Hancock for sharing the idea of double median parking.

There was a discussion about Fehr & Peers’ assistance with the transit pilot program. Councilmember Knuteson-Boyd requested more clarity in the Fehr & Peers proposal. Assistant City Manager Castle said the intent is to have a turnkey-ready RFP by the end of this process. Commissioner Clapper inquired if the proposal from Fehr & Peers will have a hotel hopper or a valley-wide shuttle system. UDOT Region 4 Deputy Director Aldridge explained the difference between transit and shuttle systems.

There was discussion about green infrastructure and ADA parking spots regarding the dispersed parking project. Commissioner Woytek said the idea of retrofitting would be important for the multi-use path and dispersed parking projects. Councilmember Guzman-Newton said the focus is on a complete streets approach that emphasizes multi-modality. Councilmember Derasary said the shade issue is a safety issue. Councilmember Jones said shade is also an economic development focus. Commissioner Clapper said there could be potential for people to adopt a median to take on those landscaping efforts in the future.

Councilmember Knuteson-Boyd inquired about the responsibility for the maintenance of the shared-use path. Commissioner Clapper said it is worth designing a low maintenance/low cost sort of path. He added that the project has been identified and prioritized through the Grand County Active Transportation and Trails Department.

Assistant City Manager Castle reviewed the Hotspot criteria and the project ranking results. There was discussion about the interpretation of the results, the focus on congestion relief, and transportation planning.

Councilmember Derasary inquired about who determines if the transit shuttle system is healthy and viable at the conclusion of the first three years. There was a discussion regarding grant funding for years four and five. There was a discussion about other ways to fund the transit shuttle system as well.

[1:42:36](#)

Action to Approve the Arches Hotspot Region Coordinating Committee's Recommended Transportation Project Concept Package and Prioritization List – Commissioner Curtis Wells

City Motion: Councilmember Duncan moved to approve the Arches Hotspot Region Coordinating Committee's recommended transportation project concept package and prioritization list. Councilmember Guzman-Newton seconded the motion.

City Vote: Motion passed 4-1 with Councilmembers Duncan, Guzman-Newton, Derasary, and Jones voting aye. Councilmember Knuteson-Boyd voted no.

County Motion: Commissioner Wells moved to approve the Arches Hotspot Region Coordinating Committee's recommended transportation project concept package and prioritization list. Commissioner Clapper seconded the motion.

County Discussion: Commissioner Clapper thanked Commissioner Wells for doing a great job as the Committee Chair.

County Vote: Motion passed 5-0 with Commissioners Wells, Woytek, Clapper, McGann, and Hawks voting aye.

[1:48:54](#)

Discussion Regarding Resolutions Committing to Funding Years Four and Five of the Transit Shuttle Pilot Project – Commissioner Curtis Wells

Assistant City Manager Castle reviewed the potential timeline to commit to funding years four and five of the transit shuttle pilot project. Mayor Niehaus said that, by approving the concept package, it is implicit that City and County staff should move forward with preparing a resolution if this project is selected.

[1:51:39](#)

Discussion of Potential Resolution in Support of a Bypass – Mayor Emily Niehaus and Commissioner Curtis Wells

Mayor Niehaus said the point of this agenda item is because the two bodies are discussing congestion relief. She reviewed the next steps for support of a bypass. Commissioner Wells provided background on the bypass discussions from 2017. He said both entities need to be in

support of a bypass in order to move forward with discussion and public engagement. He said the increasing traffic on Highway 191 will continue to grow, and there needs to be a direct solution.

Councilmember Knuteson-Boyd said the concepts are not bypasses because they do not bypass the town. Mayor Niehaus confirmed that Councilmember Knuteson-Boyd does not want to move forward with a public hearing process.

Councilmembers Derasary and Guzman-Newton said they were upset to see the bypass agenda item on this meeting, because this meeting should have focused on the Committee's work and the findings of their research. Councilmember Guzman-Newton said congestion and the environmental impacts are critical; however, she does not support a bypass going through a neighborhood. Councilmember Duncan said he felt sideswiped by this agenda item. He said the two proposals presented by UDOT were not acceptable to the neighborhood or the town. He said a bypass tunnel underneath the West edge of the rim would not be feasible for many reasons. He said he would vote no to a public hearing.

Commissioner Clapper said the regional transportation planning process has discussed a bypass among other options. He said he does not support moving forward with any public hearings. Commission Chair McGann said there are other ways to address pedestrian safety besides a bypass. Councilmember Jones said he is not in favor of pursuing this proposal or a public hearing. Commissioner Hawks said she is in favor of keeping options on the table, and that a full conversation with the community could provide different feedback.

Commissioner Wells clarified that neither the City Council nor the County Commission ever voted on this issue. He said this discussion was important to tie up a loose end.

Councilmember Derasary said that, until the majority of our residents say they want a bypass, particularly those most impacted by its location, she will not support it. She said the City has had a communication reputation problem, and this agenda item did not help that issue. She said she cannot consciously defend spending so much money to prioritize automobiles over other human needs. She described residents' concerns from the comments she received.

Committee Member Shannon said this topic is very polarizing for people, and it will take a lot of time and energy to sort through it. Commissioner Woytek said he does not support the concept. He added that entertaining the concept sends a message that we are prioritizing this unsustainable growth trend over the quality of life of our residents. He said the regional transportation plan has a survey online right now so residents can provide input on the valley's long-term transportation plan. County Attorney Sloan said UDOT does not have funds for this project, and the community has made it clear that this is not where they want to focus our efforts with the legislature for funding.

Commissioner Hawks said there has not been a true conversation with the constituents regarding a bypass. She said she does not support the bypasses as presented, but she would like to keep the options open for the distant future. Councilmember Guzman-Newton agreed that the options presented are not acceptable, but many residents are in support of a bypass.

2:26:21

Adjournment: Councilmember Jones moved to adjourn the meeting. Councilmember Derasary seconded the motion. The motion passed unanimously with Councilmembers Derasary, Guzman-Newton, Jones, Duncan, and Knuteson-Boyd voting aye. Mayor Niehaus adjourned the meeting at 2:59 PM.

**MOAB CITY COUNCIL MINUTES
SPECIAL MEETING
NOVEMBER 4, 2020**

The Moab City Council held a Special City Council Meeting on the above date. Consistent with provisions of the Utah Open and Public Meetings Act, Utah Code Ann. § 54-2-207(4), the Moab City Council Chair has issued written determinations supporting the decision to convene electronic meetings of the Council without a physical anchor location. Due to the health and safety risks related to the ongoing COVID-19 pandemic and considering public health orders limiting in-person gatherings, the Moab City Council will continue to hold meetings by electronic means. An audio recording of the meeting is archived at <https://www.utah.gov/pmn/index.html>. A video recording is archived at <https://www.youtube.com/watch?v=xldaEFmfGeA>.

Special Meeting— Call to Order and Attendance: Mayor Niehaus called the Special City Council Meeting to order at 6:02 p.m. Participating remotely were Councilmembers Karen Guzman-Newton, Kalen Jones, Mike Duncan, Rani Derasary, and Tawny Knuteson-Boyd. City staff participating remotely were City Manager Joel Linares, Assistant City Manager Carly Castle, City Attorney Laurie Simonson, Senior Projects Manager Kaitlin Myers, and City Recorder Sommar Johnson.

Walnut Lane Financing Options

Senior Projects Manager Kaitlin Myers provided an overview of two possible options for developing the Walnut Lane site, timelines for development and phasing, and site development costs. [2:26](#)

Discussion: Councilmembers asked questions about differences between stick-built, and modular construction, phasing and traffic flow, cost per square foot amounts for buildings, and rental income rates and projections. [27:00](#)

Informal Approval: Councilmembers generally agreed to move forward with option “A” to develop the site as well as potentially awarding a bid at the next City Council meeting. [1:18:22](#)

Adjournment: Councilmember Duncan moved to adjourn the meeting. Councilmember Jones seconded the motion. The motion passed unanimously. Mayor Niehaus adjourned the meeting at 7:45 p.m.

APPROVED: _____
Emily S. Niehaus, Mayor

ATTEST: _____
Sommar Johnson, City Recorder

Estimated Project Schedule		2020		2021			2022			2023			2024			2025			2026					
		S	F	W	S	S	F	W	S	S	F	W	S	S	F	W	S	S	F	W	S	S	F	
ENTITLEMENTS & DESIGN																								
Master Planning																								
Site Plan																								
Building Permit																								
Site Plan Phase 1																								
CONSTRUCTION** Phase A																								
Phase 1 - Mod 8																								
Phase 2 - Apartments - 24																								
Phase 3 - Mods 18																								
Phase 3 - Apartments - 30																								
Project Completion																								

* All dates listed below are intended for estimation purposes only.

Total Project Cost Estimate

PAD - Phasing Estimate						Building	Site	
Phase	Type	Count	SqFt	Total Sq Ft	Parking	Cost Sq Ft	Cost Sq Ft	\$\$ Cost
1	Duplex, 2BR	8	672	5,376	16	\$ 210.17	\$ 78.89	\$ 1,499,191.16
2	Apt, 1	12	500	6,000	12	\$ 150.00	\$ 47.33	\$ 1,183,992.97
	Apt, 2	12	750	9,000	18	\$ 150.00	\$ 47.33	\$ 1,775,989.45
	Storage Units	10	80	800		\$ 20.00	\$ -	\$ 16,000.00
3	Apt, 1	16	500	8,000	16	\$ 150.00	\$ 47.33	\$ 1,578,657.29
	Apt, 2	14	750	10,500	21	\$ 150.00	\$ 47.33	\$ 2,071,987.69
	Duplex, 2	8	675	5,400	16	\$ 150.00	\$ 47.33	\$ 1,065,593.67
	Townhome, 3	10	1,200	12,000	20	\$ 150.00	\$ 47.33	\$ 2,367,985.93
	Storage Units	40	80	3,200		\$ 20.00	\$ -	\$ 64,000.00
Total								\$ 11,623,398.17
Walnut Ln Upgrade								\$ 300,000.00
Infrastructure Upgrades (Phase 2)*								\$ 1,200,000.00
							Land	\$ 1,628,000.00
							Total	\$ 14,751,398.17

Bond Amount (Phase 1-2, Site Infrastructure) \$ 5,975,173.58

* The majority of major infrastructure upgrades will take place during phase 2, including water, sewer, and electrical upgrades for phases 2-3. This cost is an estimate only based on anticipated upgrades from utility providers. Site per sqft costs in phases 2-3 are estimates that include infrastructure upgrades for the units, including foundations, parking, water and sewer connections, etc.

indieDwell Phase 1 Cost Breakdown

		Per Unit	Total	
Units	Units	\$ 78,372.00	\$ 626,976.00	
	Plans & Permits	\$ 600.00		Not Included in indieDwell bid; estimate from Building Dept.
	Set up/set	Included	Included	
	Installation Labor	Included	Included	
	Freight/Shipping	\$ 7,812.00	\$ 62,496.00	
	Stairs	\$ 12,500.00	\$ 50,000.00	
	Craning	\$ 350.00	\$ 2,800.00	
	Exteriors	\$ 11,335.00	\$ 90,680.00	
	Roof	\$ 10,175.00	\$ 81,400.00	
	Module Stitch	\$ 20,092.88	\$ 160,743.00	
	Design & spec	Included	Included	
	Engineering	Included	Included	
	Site visits	Included	Included	
	Infrastr.	Site Prep/Foundation Pad	\$ 20,000.00	\$ 160,000.00
Electric		\$ 2,000.00	\$ 16,000.00	Estimate
				Estimate
	Housing Units	\$ 141,236.88	\$ 1,075,095.00	
	Per Sqft	\$ 210.17		
	Unit Infrastructure	\$ 22,000.00	\$ 176,000.00	
	Per Sqft	\$ 32.74		
	Site Infrastructure	\$ 31,012.02	\$ 248,096.16	
	Per Sqft	\$ 46.15		
	Total Infrastructure	\$ 53,012.02	\$ 424,096.16	
	Per Sqft	\$ 78.89		
	Total	\$ 163,236.88	\$ 1,499,191.16	
	Per Sqft	\$ 242.91		

Draft Walnut Lane Phase 1 Park Utility Cost Estimate 10/8/2020

Number	Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	5.0%	\$8,940.40
2	Traffic Control	1	LS	3.0%	\$5,364.24
3	Construction Layout, Staking and As-builts	1	LS	3.0%	\$5,364.24
4	Install 5-foot Sidewalk	100	LF	\$7.95	\$795.00
5	Install Curb and Gutter	100	LF	\$37.00	\$3,700.00
6	Install 7-foot Deep Sewer Manhole	1	EA	\$9,500.00	\$9,500.00
7	Install 9-foot Deep Sewer Manhole	1	EA	\$10,500.00	\$10,500.00
8	Install Gravity Sanitary Sewer 8-inch, Trench, Bed, Backfill	200	LF	\$215.00	\$43,000.00
9	Install Gravity Sanitary Sewer 4-inch, Trench, Bed, Backfill, Cleanout	300	LF	\$190.00	\$57,000.00
10	Install 4-inch Water Line	250	LF	\$22.00	\$5,500.00
11	Install 1-inch Water Line	300	LF	\$18.00	\$5,400.00
12	Install 4-inch Water Meter	1	EA	\$5,500.90	\$5,500.90
13	Untreated Base Course (8" thick)	123.46	CY	\$40.00	\$4,938.27
14	Asphalt 4" inch	120.83	TON	\$107.37	\$12,973.88
15	Install 15-foot Parking Lot Streetlight	2	EA	\$10,000.00	\$20,000.00
16	Contingency	1	LS	25%	\$49,619.23
				TOTAL	\$248,096.16

Referenced

100 West Bid

100 West Bid

Interpreted 100 West Bid and US-191 Widening Engineering Estimate

Interpreted 100 West Bid and US-191 Widening Engineering Estimate

100 West Bid

Interpreted 100 West Bid

Interpret Mill Creek Waterline Improvement Engineering Cost Estimate

Mill Creek Waterline Improvement Engineering Cost Estimate

The City Master Fee Schedule

Mill Creek Dr West -Chuck edited

Mill Creek West Bid Average

Chuck

PAD Development - 15 Yr Bond and Construction Loan																								
Current Market	HUD FMR	Rent/MTH	# Units	Revenues																				
				Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
\$825.00	\$615	\$ 417	6	Apartments, 1 Bed	\$ 30,024	\$ 30,925	\$ 31,852	\$ 32,808	\$ 33,792	\$ 34,806	\$ 35,850	\$ 36,926	\$ 38,034	\$ 39,175	\$ 40,350	\$ 41,560	\$ 42,807	\$ 44,091	\$ 45,414	\$ 46,776	\$ 48,180	\$ 49,625	\$ 51,114	\$ 52,647
\$1,418.75	\$810	\$ 543	8	Apartments, 2 Bed	\$ 52,128	\$ 53,692	\$ 55,303	\$ 56,962	\$ 58,671	\$ 60,431	\$ 62,244	\$ 64,111	\$ 66,034	\$ 68,015	\$ 70,056	\$ 72,157	\$ 74,322	\$ 76,552	\$ 78,848	\$ 81,214	\$ 83,650	\$ 86,160	\$ 88,744	\$ 91,407
\$1,418.75	\$810	\$ 695	4	Apartments, 1 Bed	\$ 33,360	\$ 34,361	\$ 35,392	\$ 36,453	\$ 37,547	\$ 38,673	\$ 39,834	\$ 41,029	\$ 42,259	\$ 43,527	\$ 44,833	\$ 46,178	\$ 47,563	\$ 48,990	\$ 50,460	\$ 51,974	\$ 53,533	\$ 55,139	\$ 56,793	\$ 58,497
\$2,041.67	\$1,159	\$ 833	10	Apartments, 2 Bed	\$ 99,960	\$ 102,959	\$ 106,048	\$ 109,229	\$ 112,506	\$ 115,881	\$ 119,357	\$ 122,938	\$ 126,626	\$ 130,425	\$ 134,338	\$ 138,368	\$ 142,519	\$ 146,795	\$ 151,198	\$ 155,734	\$ 160,406	\$ 165,219	\$ 170,175	\$ 175,280
		\$ 1,112	2	Apartments, 1 Bed	\$ 26,688	\$ 27,489	\$ 28,313	\$ 29,163	\$ 30,038	\$ 30,939	\$ 31,867	\$ 32,823	\$ 33,808	\$ 34,822	\$ 35,866	\$ 36,942	\$ 38,051	\$ 39,192	\$ 40,368	\$ 41,579	\$ 42,826	\$ 44,111	\$ 45,435	\$ 46,798
		\$ 1,135	4	Apartments, 2 Bed	\$ 54,480	\$ 56,114	\$ 57,798	\$ 59,534	\$ 61,318	\$ 63,157	\$ 65,052	\$ 67,004	\$ 69,014	\$ 71,084	\$ 73,217	\$ 75,413	\$ 77,675	\$ 80,006	\$ 82,406	\$ 84,878	\$ 87,424	\$ 90,047	\$ 92,749	\$ 95,531
		\$ 1,135	8	Modular, 2 Bed	\$ 108,960	\$ 112,229	\$ 115,596	\$ 119,064	\$ 122,635	\$ 126,315	\$ 130,104	\$ 134,007	\$ 138,027	\$ 142,168	\$ 146,433	\$ 150,826	\$ 155,351	\$ 160,011	\$ 164,812	\$ 169,756	\$ 174,849	\$ 180,094	\$ 185,497	\$ 191,062
		\$ 1,173	14	Apartments, 1 Bed	\$ 197,064	\$ 202,976	\$ 209,065	\$ 215,337	\$ 221,797	\$ 228,451	\$ 235,305	\$ 242,364	\$ 249,635	\$ 257,124	\$ 264,838	\$ 272,783	\$ 280,966	\$ 289,395	\$ 298,077	\$ 307,019	\$ 316,230	\$ 325,717	\$ 335,488	\$ 345,553
		\$ 1,408	6	Apartments, 2 Bed	\$ 101,376	\$ 104,417	\$ 107,550	\$ 110,776	\$ 114,100	\$ 117,523	\$ 121,048	\$ 124,680	\$ 128,420	\$ 132,273	\$ 136,241	\$ 140,328	\$ 144,538	\$ 148,874	\$ 153,340	\$ 157,941	\$ 162,679	\$ 167,559	\$ 172,586	\$ 177,763
		\$ 1,408	3	Modular, 2 Bed	\$ 50,688	\$ 52,209	\$ 53,775	\$ 55,388	\$ 57,050	\$ 58,761	\$ 60,524	\$ 62,340	\$ 64,210	\$ 66,136	\$ 68,120	\$ 70,164	\$ 72,269	\$ 74,437	\$ 76,670	\$ 78,970	\$ 81,339	\$ 83,780	\$ 86,293	\$ 88,882
		\$ 1,627	0	Modular, 3 Bed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 825	0	Apartments, 1 Bed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,400	4	Apartments, 2 Bed	\$ 67,200	\$ 69,216	\$ 71,292	\$ 73,431	\$ 75,634	\$ 77,903	\$ 80,240	\$ 82,648	\$ 85,127	\$ 87,681	\$ 90,311	\$ 93,021	\$ 95,811	\$ 98,685	\$ 101,646	\$ 104,695	\$ 107,836	\$ 111,071	\$ 114,404	\$ 117,836
		\$ 1,600	7	Modular, 2 Bed	\$ 134,400	\$ 138,432	\$ 142,585	\$ 146,863	\$ 151,268	\$ 155,806	\$ 160,481	\$ 165,295	\$ 170,254	\$ 175,362	\$ 180,622	\$ 186,041	\$ 191,622	\$ 197,371	\$ 203,292	\$ 209,391	\$ 215,673	\$ 222,143	\$ 228,807	\$ 235,671
		\$ 2,000	5	Modular, 3 Bed	\$ 120,000	\$ 123,600	\$ 127,308	\$ 131,127	\$ 135,061	\$ 139,113	\$ 143,286	\$ 147,585	\$ 152,012	\$ 156,573	\$ 161,270	\$ 166,108	\$ 171,091	\$ 176,224	\$ 181,511	\$ 186,956	\$ 192,565	\$ 198,342	\$ 204,292	\$ 210,421
		\$25	0%	Other Income (Parking)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Gross Income	\$ 1,076,328	\$ 1,108,618	\$ 1,141,876	\$ 1,176,133	\$ 1,211,417	\$ 1,247,759	\$ 1,285,192	\$ 1,323,748	\$ 1,363,460	\$ 1,404,364	\$ 1,446,495	\$ 1,489,890	\$ 1,534,586	\$ 1,580,624	\$ 1,628,043	\$ 1,676,884	\$ 1,727,190	\$ 1,779,006	\$ 1,832,376	\$ 1,887,348
			7.00%	Vacancy	\$ 75,343	\$ 77,603	\$ 79,931	\$ 82,329	\$ 84,799	\$ 87,343	\$ 89,963	\$ 92,662	\$ 95,442	\$ 98,305	\$ 101,255	\$ 104,292	\$ 107,421	\$ 110,644	\$ 113,963	\$ 117,382	\$ 120,903	\$ 124,530	\$ 128,266	\$ 132,114
				Effective Gross Rent	\$ 1,000,985	\$ 1,031,015	\$ 1,061,945	\$ 1,093,803	\$ 1,126,617	\$ 1,160,416	\$ 1,195,228	\$ 1,231,085	\$ 1,268,018	\$ 1,306,058	\$ 1,345,240	\$ 1,385,597	\$ 1,427,165	\$ 1,469,980	\$ 1,514,080	\$ 1,559,502	\$ 1,606,287	\$ 1,654,476	\$ 1,704,110	\$ 1,755,233
			10.00%	Operating Expense	\$ 107,633	\$ 110,862	\$ 114,188	\$ 117,613	\$ 121,142	\$ 124,776	\$ 128,519	\$ 132,375	\$ 136,346	\$ 140,436	\$ 144,649	\$ 148,989	\$ 153,459	\$ 158,062	\$ 162,804	\$ 167,688	\$ 172,719	\$ 177,901	\$ 183,238	\$ 188,735
			3.00%	Cap Reserve	\$ 32,290	\$ 33,259	\$ 34,256	\$ 35,284	\$ 36,342	\$ 37,433	\$ 38,556	\$ 39,712	\$ 40,904	\$ 42,131	\$ 43,395	\$ 44,697	\$ 46,038	\$ 47,419	\$ 48,841	\$ 50,307	\$ 51,816	\$ 53,370	\$ 54,971	\$ 56,620
			10.00%	Management	\$ 107,633	\$ 110,862	\$ 114,188	\$ 117,613	\$ 121,142	\$ 124,776	\$ 128,519	\$ 132,375	\$ 136,346	\$ 140,436	\$ 144,649	\$ 148,989	\$ 153,459	\$ 158,062	\$ 162,804	\$ 167,688	\$ 172,719	\$ 177,901	\$ 183,238	\$ 188,735
				Net Operating Income	\$ 753,430	\$ 776,032	\$ 799,313	\$ 823,293	\$ 847,992	\$ 873,431	\$ 899,634	\$ 926,623	\$ 954,422	\$ 983,055	\$ 1,012,546	\$ 1,042,923	\$ 1,074,210	\$ 1,106,437	\$ 1,139,630	\$ 1,173,819	\$ 1,209,033	\$ 1,245,304	\$ 1,282,663	\$ 1,321,143
			75%	Debt Service	\$ (465,717)	\$ (465,717)	\$ (726,717)	\$ (726,717)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)	\$ (932,025)
				Debt Coverage Ratio	1.62	1.67	1.10	1.13	0.91	0.94	0.97	0.99	1.02	1.05	1.09	1.12	1.15	1.19	1.22	1.26	1.30	1.34	1.38	
				Cash Flow	\$ 287,713	\$ 310,316	\$ 72,597	\$ 96,576	\$ (84,033)	\$ (58,593)	\$ (32,390)	\$ (5,401)	\$ 22,397	\$ 51,030	\$ 80,522	\$ 110,898	\$ 142,186	\$ 174,412	\$ 207,605	\$ 241,794	\$ 277,009	\$ 313,280	\$ 350,639	\$ 389,119

Bond Only Bond Plus Interest Bond Plus Loan

Total Units 81
PAD Units 57

		1BR	2BR	3BR
Extremely Low-Inc	14	\$ 417	\$ 543	\$ 711
Very Low-Income	14	\$ 695	\$ 833	\$ 963
Low-Income (80%)	14	\$ 1,112	\$ 1,135	\$ 1,541
Moderate-Income	15	\$ 1,173	\$ 1,408	\$ 1,627
Market Rate	24	\$ 825	\$ 1,600	\$ 2,000

Walnut Lane - Moab UT - Phasing Estimate	
COST TO COMPLETION	\$ 14,751,398
BOND AMOUNT	\$ 5,975,174
LOAN TO COST	41%
AMORTIZATION YEARS:	15
INTEREST RATE ON CONSTRUCTION LOAN:	2.02%
DEBT Service	-\$ 465,717
CONSTRUCTION LOAN AMOUNT	\$ 8,776,225
LOAN TO COST	59%
AMORTIZATION YEARS:	35
INTEREST RATE ON CONSTRUCTION LOAN:	3.01%
DEBT Service	-\$ 466,308
LAND & CASH EQUITY NEED	\$ -
TOTAL DEBT Service	-\$ 932,025
Cash Equity Need	\$ -

Final Balloon Payment 6,433,872

Sales Tax Revenue Bond Amortization Schedule

Original Principal	\$	5,975,174
Years		15
Interest Rate		2.02%
Payment per Year		1
Payment	\$	465,716.78

Payment #	Payment	Interest	Principal	Balance
0				\$ 5,975,173.58
1	\$ 465,716.78	\$ 120,698.51	\$ 345,018.27	\$ 5,630,155.31
2	\$ 465,716.78	\$ 113,729.14	\$ 351,987.64	\$ 5,278,167.66
3	\$ 465,716.78	\$ 106,618.99	\$ 359,097.79	\$ 4,919,069.87
4	\$ 465,716.78	\$ 99,365.21	\$ 366,351.57	\$ 4,552,718.30
5	\$ 465,716.78	\$ 91,964.91	\$ 373,751.87	\$ 4,178,966.43
6	\$ 465,716.78	\$ 84,415.12	\$ 381,301.66	\$ 3,797,664.77
7	\$ 465,716.78	\$ 76,712.83	\$ 389,003.95	\$ 3,408,660.82
8	\$ 465,716.78	\$ 68,854.95	\$ 396,861.83	\$ 3,011,798.98
9	\$ 465,716.78	\$ 60,838.34	\$ 404,878.44	\$ 2,606,920.54
10	\$ 465,716.78	\$ 52,659.79	\$ 413,056.99	\$ 2,193,863.56
11	\$ 465,716.78	\$ 44,316.04	\$ 421,400.74	\$ 1,772,462.82
12	\$ 465,716.78	\$ 35,803.75	\$ 429,913.03	\$ 1,342,549.79
13	\$ 465,716.78	\$ 27,119.51	\$ 438,597.28	\$ 903,952.51
14	\$ 465,716.78	\$ 18,259.84	\$ 447,456.94	\$ 456,495.57
15	\$ 465,716.78	\$ 9,221.21	\$ 456,495.57	\$ 0.00

Amortization Schedule Tool (Optional) *

(For Use in Estimating Future Contractual Cash Flows for the Simplified Approach to ASC 310 Impairment Analysis)

* The Tool applies only to term loans with one of the following payment structures: (1) Monthly P&I, Amortization Pd; (2) Monthly P&I, Fixed Prin Pmt; (3) Monthly P&I, Fixed Pmt (P&I); (4) Int Mnthly, Prin Qtr/Ann/Semi-Ann; and (5) Int-Only Pd, then P&I (Monthly).

Inputs

Borrower:
 Loan #:
 IDT Date: **Month-end dates only.

Payment Structure:	Next Pmt Date:	Current Cust. Balance:	Maturity Date:	Deferred Pmts?	Current Int. Rate:	Int. Calc. Method:	Scheduled Change(s) To Rate?
Monthly P&I, Amortization Pd	2/16/25	\$8,776,225	2/16/2040	No	4.00%	30/360	No
First Pmt Date:	Initial Cust. Balance:	Amortization (Mos.)	Estimated P&I Pmt:		Deferred Int. at IDT Date: *		
2/16/25	\$8,776,291	420	\$38,859		\$0		
					Delinq Int. at IDT Date: *		
					\$0		

Amortization Schedule

		Final Pmt Amt: 6,433,872		Final Pmt Date: 2/16/2040		PV (est.): 8,776,225		Rate Implicit in Pmts (est.): 4.00%		
Period	Pmt Date	Begin Bal	Prin Pmt	Int Pmt	End Bal	Payment Date	Total Pmt Amt	P&I Payment	Deferred Interest Pmt	Delinquent Interest Pmt
0		8,776,225			8,776,225					
1	2/16/2025	8,776,225	9,605	29,254	8,766,620	2/16/2025	38,859	38,859	0	0
2	3/16/2025	8,766,620	9,637	29,222	8,756,983	3/16/2025	38,859	38,859	0	0
3	4/16/2025	8,756,983	9,669	29,190	8,747,313	4/16/2025	38,859	38,859	0	0
4	5/16/2025	8,747,313	9,701	29,158	8,737,612	5/16/2025	38,859	38,859	0	0
5	6/16/2025	8,737,612	9,734	29,125	8,727,878	6/16/2025	38,859	38,859	0	0
6	7/16/2025	8,727,878	9,766	29,093	8,718,112	7/16/2025	38,859	38,859	0	0
7	8/16/2025	8,718,112	9,799	29,060	8,708,313	8/16/2025	38,859	38,859	0	0
8	9/16/2025	8,708,313	9,831	29,028	8,698,482	9/16/2025	38,859	38,859	0	0
9	10/16/2025	8,698,482	9,864	28,995	8,688,617	10/16/2025	38,859	38,859	0	0
10	11/16/2025	8,688,617	9,897	28,962	8,678,720	11/16/2025	38,859	38,859	0	0
11	12/16/2025	8,678,720	9,930	28,929	8,668,790	12/16/2025	38,859	38,859	0	0
12	1/16/2026	8,668,790	9,963	28,896	8,658,827	1/16/2026	38,859	38,859	0	0
13	2/16/2026	8,658,827	9,996	28,863	8,648,830	2/16/2026	38,859	38,859	0	0
14	3/16/2026	8,648,830	10,030	28,829	8,638,801	3/16/2026	38,859	38,859	0	0
15	4/16/2026	8,638,801	10,063	28,796	8,628,737	4/16/2026	38,859	38,859	0	0
16	5/16/2026	8,628,737	10,097	28,762	8,618,641	5/16/2026	38,859	38,859	0	0
17	6/16/2026	8,618,641	10,130	28,729	8,608,510	6/16/2026	38,859	38,859	0	0
18	7/16/2026	8,608,510	10,164	28,695	8,598,346	7/16/2026	38,859	38,859	0	0
19	8/16/2026	8,598,346	10,198	28,661	8,588,148	8/16/2026	38,859	38,859	0	0
20	9/16/2026	8,588,148	10,232	28,627	8,577,916	9/16/2026	38,859	38,859	0	0
21	10/16/2026	8,577,916	10,266	28,593	8,567,650	10/16/2026	38,859	38,859	0	0
22	11/16/2026	8,567,650	10,300	28,559	8,557,350	11/16/2026	38,859	38,859	0	0
23	12/16/2026	8,557,350	10,335	28,524	8,547,015	12/16/2026	38,859	38,859	0	0
24	1/16/2027	8,547,015	10,369	28,490	8,536,646	1/16/2027	38,859	38,859	0	0
25	2/16/2027	8,536,646	10,404	28,455	8,526,242	2/16/2027	38,859	38,859	0	0
26	3/16/2027	8,526,242	10,438	28,421	8,515,804	3/16/2027	38,859	38,859	0	0
27	4/16/2027	8,515,804	10,473	28,386	8,505,330	4/16/2027	38,859	38,859	0	0
28	5/16/2027	8,505,330	10,508	28,351	8,494,822	5/16/2027	38,859	38,859	0	0
29	6/16/2027	8,494,822	10,543	28,316	8,484,279	6/16/2027	38,859	38,859	0	0
30	7/16/2027	8,484,279	10,578	28,281	8,473,701	7/16/2027	38,859	38,859	0	0
31	8/16/2027	8,473,701	10,614	28,246	8,463,087	8/16/2027	38,859	38,859	0	0
32	9/16/2027	8,463,087	10,649	28,210	8,452,438	9/16/2027	38,859	38,859	0	0
33	10/16/2027	8,452,438	10,684	28,175	8,441,754	10/16/2027	38,859	38,859	0	0
34	11/16/2027	8,441,754	10,720	28,139	8,431,034	11/16/2027	38,859	38,859	0	0
35	12/16/2027	8,431,034	10,756	28,103	8,420,278	12/16/2027	38,859	38,859	0	0
36	1/16/2028	8,420,278	10,792	28,068	8,409,487	1/16/2028	38,859	38,859	0	0

PAD Development - 15-Year Bond															
Current Market	HUD FMR	Revenues		3%											
		Rent/MTH	# Units	Year	1	2	3	4	5	6	7	8	9	10	
\$825.00	\$615	ELI	\$ 417	6	Apartments, 1 Bed	\$ 30,024	\$ 30,925	\$ 31,852	\$ 32,808	\$ 33,792	\$ 34,806	\$ 35,850	\$ 36,926	\$ 38,034	\$ 39,175
\$1,418.75	\$810		\$ 543	8	Apartments, 2 Bed	\$ 52,128	\$ 53,692	\$ 55,303	\$ 56,962	\$ 58,671	\$ 60,431	\$ 62,244	\$ 64,111	\$ 66,034	\$ 68,015
\$1,418.75	\$810	VLI	\$ 695	4	Apartments, 1 Bed	\$ 33,360	\$ 34,361	\$ 35,392	\$ 36,453	\$ 37,547	\$ 38,673	\$ 39,834	\$ 41,029	\$ 42,259	\$ 43,527
\$2,041.67	\$1,159		\$ 833	10	Apartments, 2 Bed	\$ 99,960	\$ 102,959	\$ 106,048	\$ 109,229	\$ 112,506	\$ 115,881	\$ 119,357	\$ 122,938	\$ 126,626	\$ 130,425
		LI	\$ 1,112	2	Apartments, 1 Bed	\$ 26,688	\$ 27,489	\$ 28,313	\$ 29,163	\$ 30,038	\$ 30,939	\$ 31,867	\$ 32,823	\$ 33,808	\$ 34,822
			\$ 1,135	4	Apartments, 2 Bed	\$ 54,480	\$ 56,114	\$ 57,798	\$ 59,532	\$ 61,318	\$ 63,157	\$ 65,052	\$ 67,004	\$ 69,014	\$ 71,084
			\$ 1,135	8	Modular, 2 Bed	\$ 108,960	\$ 112,229	\$ 115,596	\$ 119,064	\$ 122,635	\$ 126,315	\$ 130,104	\$ 134,007	\$ 138,027	\$ 142,168
		MI	\$ 1,173	14	Apartments, 1 Bed	\$ 197,064	\$ 202,976	\$ 209,065	\$ 215,337	\$ 221,797	\$ 228,451	\$ 235,305	\$ 242,364	\$ 249,635	\$ 257,124
			\$ 1,408	6	Apartments, 2 Bed	\$ 101,376	\$ 104,417	\$ 107,550	\$ 110,776	\$ 114,100	\$ 117,523	\$ 121,048	\$ 124,680	\$ 128,420	\$ 132,273
			\$ 1,408	3	Modular, 2 Bed	\$ 50,688	\$ 52,209	\$ 53,775	\$ 55,388	\$ 57,050	\$ 58,761	\$ 60,524	\$ 62,340	\$ 64,210	\$ 66,136
			\$ 1,627	0	Modular, 3 Bed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		MR	\$ 825	0	Apartments, 1 Bed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ 1,400	4	Apartments, 2 Bed	\$ 67,200	\$ 69,216	\$ 71,292	\$ 73,431	\$ 75,634	\$ 77,903	\$ 80,240	\$ 82,648	\$ 85,127	\$ 87,681
			\$ 1,600	7	Modular, 2 Bed	\$ 134,400	\$ 138,432	\$ 142,585	\$ 146,863	\$ 151,268	\$ 155,806	\$ 160,481	\$ 165,295	\$ 170,254	\$ 175,362
			\$ 2,000	5	Modular, 3 Bed	\$ 120,000	\$ 123,600	\$ 127,308	\$ 131,127	\$ 135,061	\$ 139,113	\$ 143,286	\$ 147,585	\$ 152,012	\$ 156,573
			\$25	0%	Other Income (Parking)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Gross Income	\$ 1,076,328	\$ 1,108,618	\$ 1,141,876	\$ 1,176,133	\$ 1,211,417	\$ 1,247,759	\$ 1,285,192	\$ 1,323,748	\$ 1,363,460	\$ 1,404,364
				7.00%	Vacancy	\$ 75,343	\$ 77,603	\$ 79,931	\$ 82,329	\$ 84,799	\$ 87,343	\$ 89,963	\$ 92,662	\$ 95,442	\$ 98,305
					Effective Gross Rent	\$ 1,000,985	\$ 1,031,015	\$ 1,061,945	\$ 1,093,803	\$ 1,126,617	\$ 1,160,416	\$ 1,195,228	\$ 1,231,085	\$ 1,268,018	\$ 1,306,058
				10.00%	Operating Expense	\$ 107,633	\$ 110,862	\$ 114,188	\$ 117,613	\$ 121,142	\$ 124,776	\$ 128,519	\$ 132,375	\$ 136,346	\$ 140,436
				3.00%	Cap Reserve	\$ 32,290	\$ 33,259	\$ 34,256	\$ 35,284	\$ 36,342	\$ 37,433	\$ 38,556	\$ 39,712	\$ 40,904	\$ 42,131
				10.00%	Management	\$ 107,633	\$ 110,862	\$ 114,188	\$ 117,613	\$ 121,142	\$ 124,776	\$ 128,519	\$ 132,375	\$ 136,346	\$ 140,436
					Net Operating Income	\$ 753,430	\$ 776,032	\$ 799,313	\$ 823,293	\$ 847,992	\$ 873,431	\$ 899,634	\$ 926,623	\$ 954,422	\$ 983,055
					Debt Service	\$ (862,315)	\$ (862,315)	\$ (862,315)	\$ (862,315)	\$ (862,315)	\$ (862,315)	\$ (862,315)	\$ (862,315)	\$ (862,315)	\$ (862,315)
					Debt Coverage Ratio	0.87	0.90	0.93	0.95	0.98	1.01	1.04	1.07	1.11	1.14
					Cash Flow	\$ (108,885)	\$ (86,282)	\$ (63,001)	\$ (39,022)	\$ (14,323)	\$ 11,117	\$ 37,320	\$ 64,309	\$ 92,107	\$ 120,740

5 Yr	\$ (311,514)
10 Yr	\$ 14,079

Walnut Lane - Moab UT - Phasing Estimate	
COST TO COMPLETION	\$ 14,751,398
CONSTRUCTION LOAN AMOUNT	\$ 11,063,549
LOAN TO COST	75%
AMORTIZATION YEARS:	15
INTEREST RATE ON CONSTRUCTION LOAN:	2.02%
DEBT Service	-\$ 862,315
LAND & CASH EQUITY NEED	\$ 3,687,850
Cash Equity Need	\$ 3,687,850

Total Units	81
PAD Units	57

		1BR	2BR	3BR
Extremely Low-Income*	14	\$ 417	\$ 543	\$ 711
Very Low-Income (50% AMI)	14	\$ 695	\$ 833	\$ 963
Low-Income (80% AMI)	14	\$ 1,112	\$ 1,135	\$ 1,541
Moderate-Income (100% AMI)	15	\$ 1,173	\$ 1,408	\$ 1,627
Market Rate	24	\$ 825	\$ 1,600	\$ 2,000
	81			

* Definition of extremely low-income changed to be the greater of 30/50ths (60 percent) of the Section 8 very low-income limit or the poverty guideline as established by the Department of Health and Human Services (HHS), provided that this amount is not greater than the Section 8 50% very low-income limit.

NOT FOR CONSTRUCTION

WALNUT LANE APARTMENTS

WALNUT LANE
MOAB, UT 84532

PHASING
PLANS
OPTION A

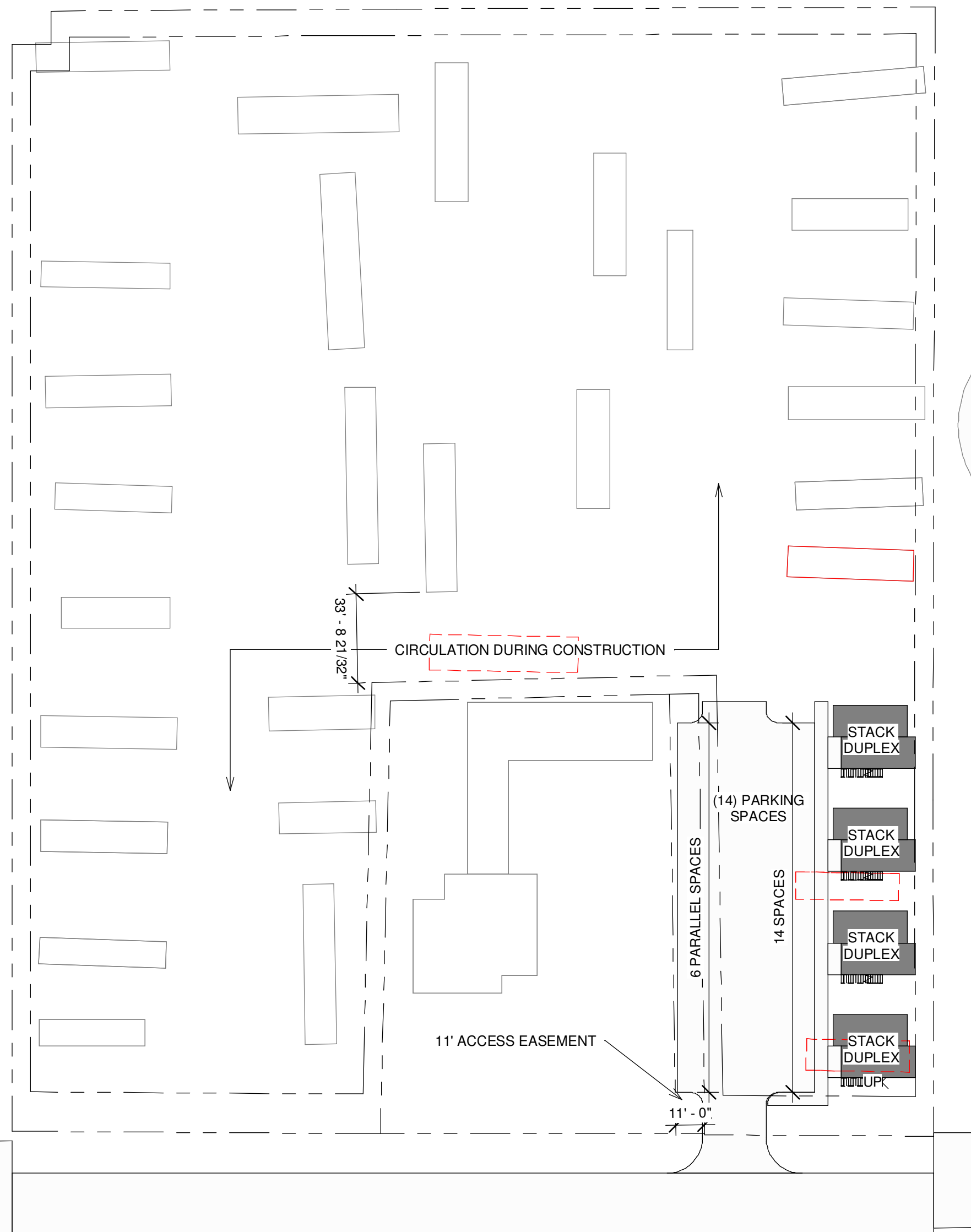
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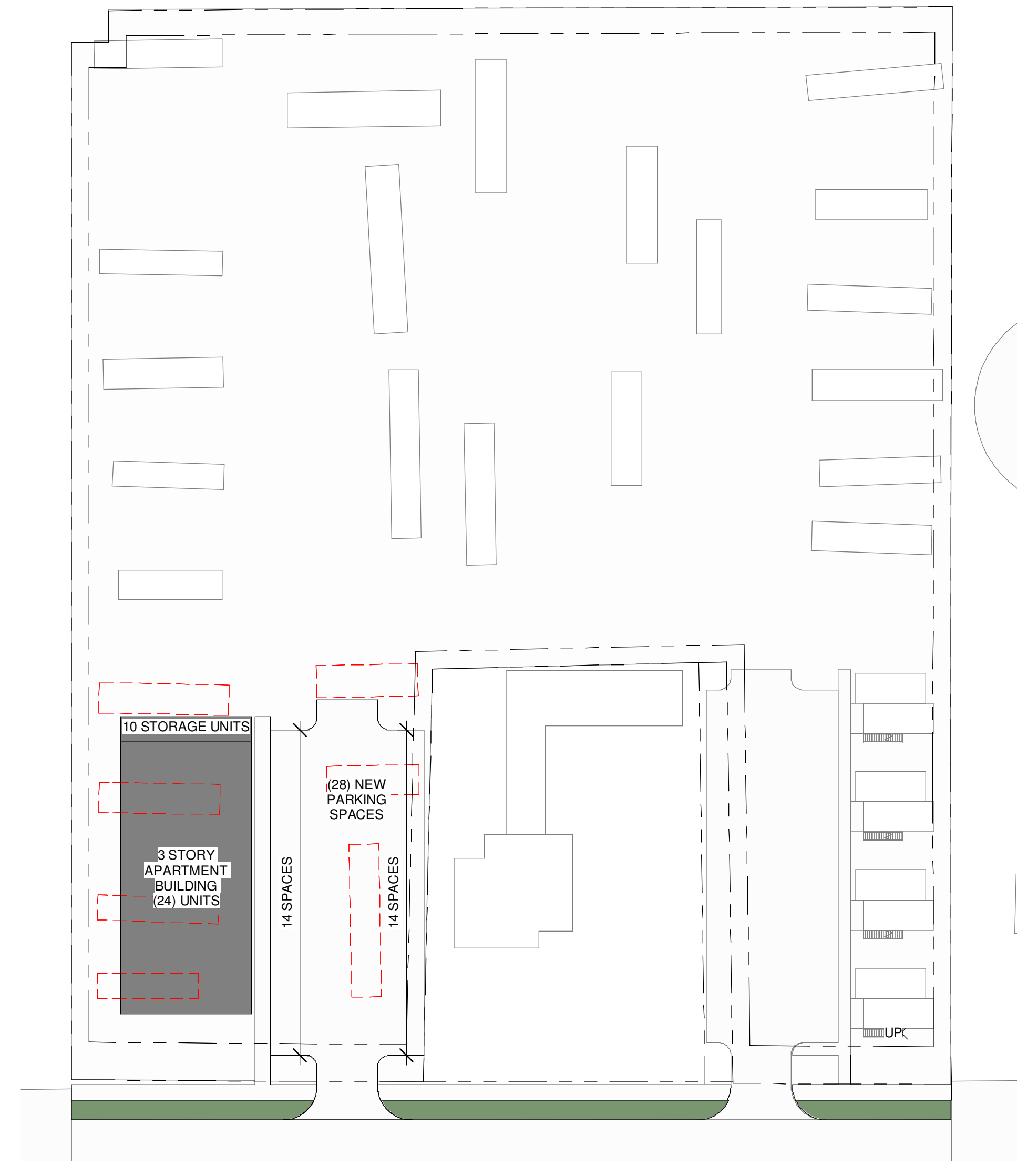
NOT FOR CONSTRUCTION



1 Phase 1
1" = 40'-0"

- PROS:**
- FAST
 - ALTERNATIVE CIRCULATION DURING CONSTRUCTION
 - SIMPLE IMPLEMENTATION OF UTILITIES
 - MINIMIZES PAVEMENT ASSOCIATED WITH PHASE
 - MINIMIZES DISRUPTION TO EXISTING TRAILERS
 - MAY PROVIDE SOME EXTRA PARKING IN THAT PHASE
- CONS:**
- EXPENSIVE COST / SF FOR MODULAR UNITS
 - MAY NEED TO MATCH DUPLEX MODULARS MOVING FORWARD
 - ??

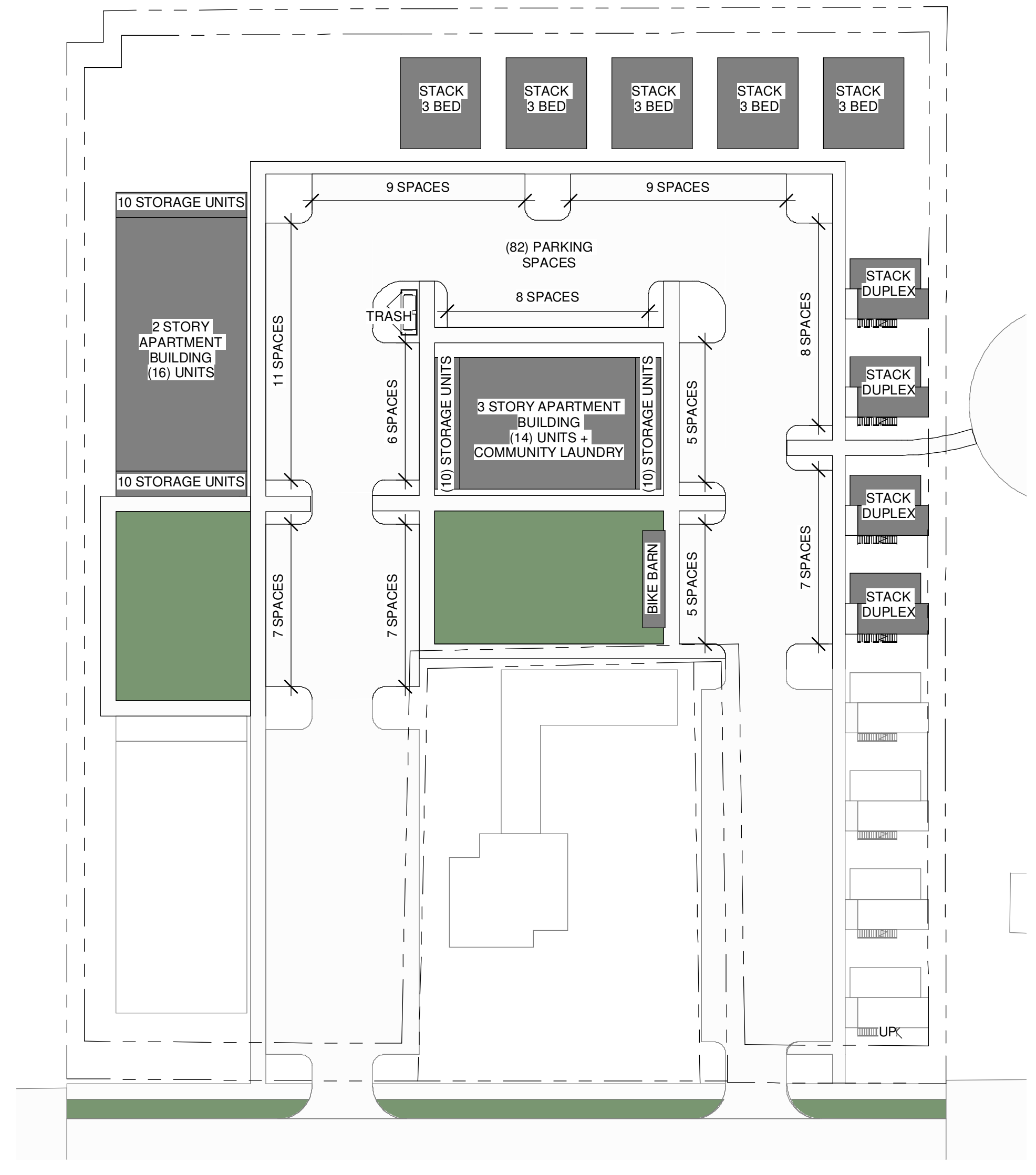
Beds	Qty	SF	Total	Parking, required	Parking, provided
Storage Units	0	80	0		
Apt, 1	0	500	0	0	0
Apt, 2	0	750	0	0	0
Modular, 2	8	675	5,400	16	
Modular, 3	0	1,200	0	0	
TOTAL	8	5,400	16	20	



2 Phase 2
1" = 40'-0"

- PROS:**
- ADDS HIGHLY EFFICIENT APARTMENT BUILDING EARLIER IN THE PHASING SEQUENCE
 - A LOT OF UNITS COME ONLINE WITHIN PHASE 2 WITHIN A SMALL SPACE.
 - EFFICIENT SITE COST RELATIVE TO UNITS.
 - MINIMIZES IMPACTS TO EXISTING TRAILERS
 - EASE OF SITE ACCESS DURING CONSTRUCTION
- CONS:**
- ALL FUTURE CONSTRUCTION MUST DRIVE PAST PHASE 1 & 2
 - ??

Beds	Qty	SF	Total	Parking, required	Parking, provided
Storage Units	10	80	800		
Apt, 1	12	500	6,000	12	
Apt, 2	12	750	9,000	18	
Modular, 2	0	675	0	0	
Modular, 3	0	1,200	0	0	
TOTAL	24	15,800	30	28	



3 Phase 3
1" = 40'-0"

- PROS:**
- MIXED OFFERINGS WITH EACH PHASE
 - ???
- CONS:**
- ALL PHASE 3 CONSTRUCTION TRAFFIC MUST DRIVE PAST PHASE 1 & 2
 - ??

Beds	Qty	SF	Total	Parking, required	Parking, provided
Storage Units	40	80	3,200		
Apt, 1	16	500	8,000	16	
Apt, 2	14	750	10,500	21	
Modular, 2	8	675	5,400	16	
Modular, 3	10	1,200	12,000	20	
TOTAL	38	27,100	53	82	

OPTION A

POST IFB CALCULATIONS

Beds	Qty	Percent	SF	Total	R4 Parking	Parking Provided	PAD Parking
Storage Units	50		80	4,000	-		
Apartments, 1 Bed	28	35%	500	14,000	42		28
Apartments, 2 Bed	26	33%	750	19,500	39		52
Modular, 2 Bed	16	20%	675	10,800	32		32
Modular, 3 Bed	10	13%	1,200	12,000	20		20
TOTAL	80		60,300	133	130	132	
				Additional Parking Spaces Needed		3	2

Moab City Council Special Meeting Agenda Item

Meeting Date: November 10, 2020

Title: Walnut Lane IFB Bid Award

Disposition: Action

Staff Presenter: Kaitlin Myers, Senior Project Manager

Attachment(s):

- Attachment 1: Summary of IFB Scoring
- Attachment 2: indieDwell Bid
- Attachment 3: Walnut Lane Phasing Plan
- Attachment 4: Walnut Lane Pro Forma
- Attachment 5: Walnut Lane Timeline

Recommended Motion: I move to award the contract for the construction, delivery, and installation of modular units to indieDwell, as recommended by the IFB Selection Committee, and authorize the Mayor to sign the contract with indieDwell for an amount not-to-exceed \$1,075,095.

Alternative Motions:

- Motion to request additional information from [selected bidder(s)] before recommending a bid from this IFB.
- Motion to award a contract to a different bidder.
- Motion to reject all proposals associated with this IFB.

Background/Summary:

IFB Review Process

The City published an Invitation for Bids (IFB) for the Construction, Delivery, and Installation of Manufactured Housing Units at Walnut Lane, which was open from September 3-17, 2020. The City received nine bids, including six from manufactured bidders and three from modular bidders. The IFB Selection Committee reviewed and ranked the proposals, checked references, and requested additional information from bidders before recommending the Council award the bid to indieDwell at the October 13 meeting. At this meeting, Council motioned to direct staff to bring the Council more information about the additional equity needs for the project and how it would fit into the City budget.

Council and staff discussed various financing and development scenarios at the October 27 meeting, which would be financed primarily with a sales tax revenue bond from Zions Public Finance. At this meeting, Council gave a straw poll approval to proceed with the 80-unit Planned Affordable Development (PAD) option over manufactured unit replacement or a 70-unit market rate redevelopment via R-4 zoning regulations.

Council scheduled a special meeting on November 4 to discuss phasing options, timeline, and pro forma details for the PAD master plan. During the meeting, the Council indicated preference for the Option A phasing plan provided by Architectural Squared, desire for flexibility to decide on the mix of modular and site-built units at later phases, and to proceed to award a contract via the IFB for phase one of the project.

IFB Bid Award

Based on the aforementioned discussions with Council and staff, Council has informally expressed desire to award the bid for the IFB to indieDwell, as recommended by the IFB Selection Committee. Staff provided further background on the indieDwell recommendation in the October 13 agenda summary.

The indieDwell bid includes four stacked duplex units, totaling eight units. The units are two-bedroom, one-bathroom units totaling 672SF, with the four bottom units being ADA accessible. The bid totals a not-to-exceed amount of \$1,075,095.

More detailed information about the bid and how the bid fits into the overall redevelopment plan can be found in the agenda attachments.



14 September 2020

City of Moab
ATTN: Walnut Lane IFB
Sommar Johnson, City Recorder
217 East Center Street
Moab, UT 84532

Dear Ladies and Gentlemen:

It is with pleasure that we submit a proposal for the Walnut Lane IFB. indieDwell works with partners across the U.S. to deliver affordable modular housing that is healthy, durable, energy efficient and sustainable.

Our company's leadership combines decades of experience in green building, steel manufacturing, engineering, and finance. We have delivered emergency, single family, attached, and commercial multi-family housing solutions in five states for non-profit developers, state and local governments, housing authorities, and educational institutions. Our corporate partners and clients are well-known entities in the U.S.

indieDwell builds to the U.S. Department of Energy's "Zero Energy Ready Home" Standard. Only one percent of builders in the U.S. build to this standard, which is 50% more efficient than a home built to code, and 33% more efficient than the Energy Star Standard. Our focus on healthy dwellings earned us partnership with the U.S. EPA's Indoor AirPlus program.

We deliver the highest quality units in accordance with our values, at the lowest possible cost to our customers. indieDwell is nimble enough to deploy solutions quickly, flexible enough to craft solutions that meet our customers' varying objectives, and scaled to deliver results for nearly any size organization.

Thank you for considering our qualifications on this project. We look forward to delivering a proposal that meets the needs of the City of Moab, and ultimately leads to an increase in dignity and well-being of the residents at Walnut Lane.

Sincerely

Christina Ortiz Bluth
CEO, indieDwell Holdings, Inc.



indieDwell proposal to the City of Moab

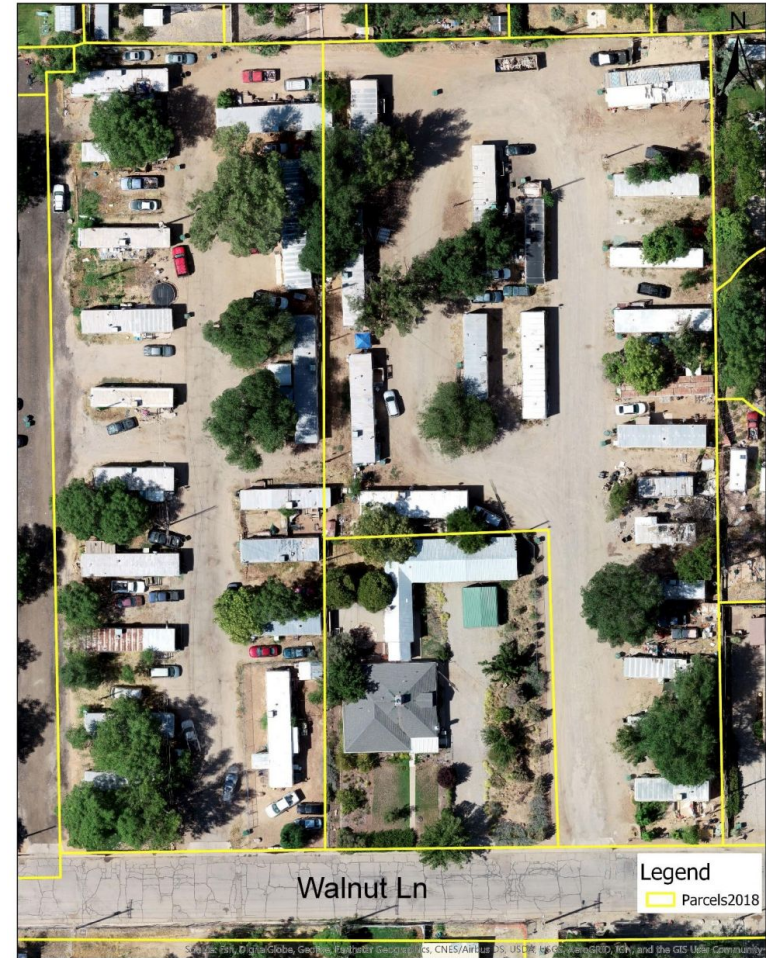
Walnut Lane IFB | 193 Walnut Lane Moab, UT

September 2020



Walnut Lane Proposal

- Leadership
- Project Experience
- Work in Progress
- List of References
- Development Proposal
- Master Plan
- Unit Details
- Scope of Work
- Project Schedule
- Cost Proposal
- indieDwell Contact





Leadership



Christina Ortiz Bluth - Chief Executive Officer

Christina is an experienced COO and CFO who has helped successfully lead growth staged companies. She is responsible for guiding indieDwell's day-to-day operations and expansion to other markets beginning with Colorado. Before indieDwell Christina was the COO at Porchlight where she helped to grow the company to over \$1 billion in sales. She has a long track record of being involved with community organizations addressing systemic issues. She holds a B.S. in Finance and Management from the University of Colorado at Boulder.

[LinkedIn](#)



Pete Gombert - Executive Chairman - Co-Founder

As the Executive Chairman, Pete is responsible for the overall market positioning and sales of the indieDwell product. As the Founder and CEO of three successful software companies Pete is well versed in what it takes to scale a business from startup to exit. His passion for social issues and the role businesses can play in solving systemic problems is the driving force behind his involvement.

[LinkedIn](#)



Scott Flynn - Chief Impact Officer - Co-Founder

One of the nation's green building pioneers, Scott has earned awards from the National Association of Home Builders, the Building Owners and Managers Association, was a finalist for the Ivory Prize in Housing Innovation, and holds a patent on the external wall system used on indieDwell homes. He holds a B.S. in Chemical Engineering from the University of Idaho.

[LinkedIn](#)



Bill Cralley - Vice President of Factory Operations

In Bill's 30 years of executive leadership in manufacturing, he has served as President to Alliance Steel, Alcoa Architectural Products, and Tarkett Flooring. In these last three roles Bill has had full P&L responsibility for organization ranging from \$95 to \$300 million per year with up to 900 employees. He holds a B.S. in Structural Engineering from the University of Wisconsin.

[LinkedIn](#)



Scott Beecham, Director of Development

Scott has over two decades in design and development in both the public and private sectors including serving as a Senior Strategic Planner at the City of Boise, and with Boise-based firms Conger Management, and O'Neill Enterprises. He was also a principal in LandWorks. He holds a Degree in Landscape Architecture from the University of Idaho.

[LinkedIn](#)



Kari Cook, Controller

Kari came to indieDwell from Deloitte where she was a tax accountant for the previous six years. She holds a B.B.A. in Accountancy from Boise State University, and is a Certified Public Accountant (CPA).

[LinkedIn](#)

Project Experience

Since 2018, indieDwell has completed over four-dozen single family, attached, and commercial multi-family projects in California, Colorado, Idaho, and Virginia, with new projects pending in Washington State.



Student Dormitories

Client: College of Idaho

Project Description: Project utilized 36 shipping containers for two buildings that house 27 students in each building.

Project Delivery: July 2020

Budget: \$1.4 million



Single Family Subdivision

Client: LEAP Housing

Project Description: Eight, 4 BR 2 BA single family homes for residents earning between 50-80% AMI

Project Delivery: June 2020

Budget: \$976,000



Attached housing (duplex)

Client: Private developer

Project Description: Duplex to provide for student housing near the College of Idaho

Project Delivery: Spring 2019

Budget: \$243,000





Work In Progress

Permit_Date	Factory	Project_Name	Type	Value
12/23/2019	Caldwell	Brynhurst	Commercial	\$2,880,000.00
7/1/2020	Caldwell	Evans Lane	Emergency	\$1,210,000.00
7/23/2019	Caldwell	Caritas Commons	Single Family	\$732,000.00
8/1/2020	Caldwell	Pozel	ADU	\$70,000.00
10/1/2020	Caldwell	Shelton Veterans Village	Institutional	\$825,000.00
11/1/2020	Caldwell	Caritas Commons Phase 2	Single Family	\$1,200,000.00
12/10/2020	Caldwell	Jones	Attached	\$244,000.00
7/1/2020	Pueblo	Evans Lane	Emergency	\$770,000.00
8/1/2020	Pueblo	Southeast Health Group	Attached	\$244,000.00
8/1/2020	Pueblo	Project We Hope	Single Family	\$122,000.00
8/1/2020	Pueblo	Project We Hope	Single Family	\$85,000.00
9/1/2020	Pueblo	Neighborworks So. Colorado	Single Family	\$122,000.00
9/1/2020	Pueblo	Daylight - Watts Works	Commercial	\$1,680,000.00



References

Bart Cochran, CEO, LEAP Housing Solutions | (208) 391-2823 | bart@leapcharities.org

- “Windy Court” and “[Caritas Commons](#)” projects

Greg Comanor, Partner, Daylight Community Developers | (818) 400-1510 | greg@daylight.la

- [Watts Works](#)/Harvard/Sherman/Van Owen projects

James Stagi, City of San Jose | (408) 535-8238 | james.stagi@sanjoseca.gov

- [Evans Lane](#) Rapid Rehousing project



Development Proposal

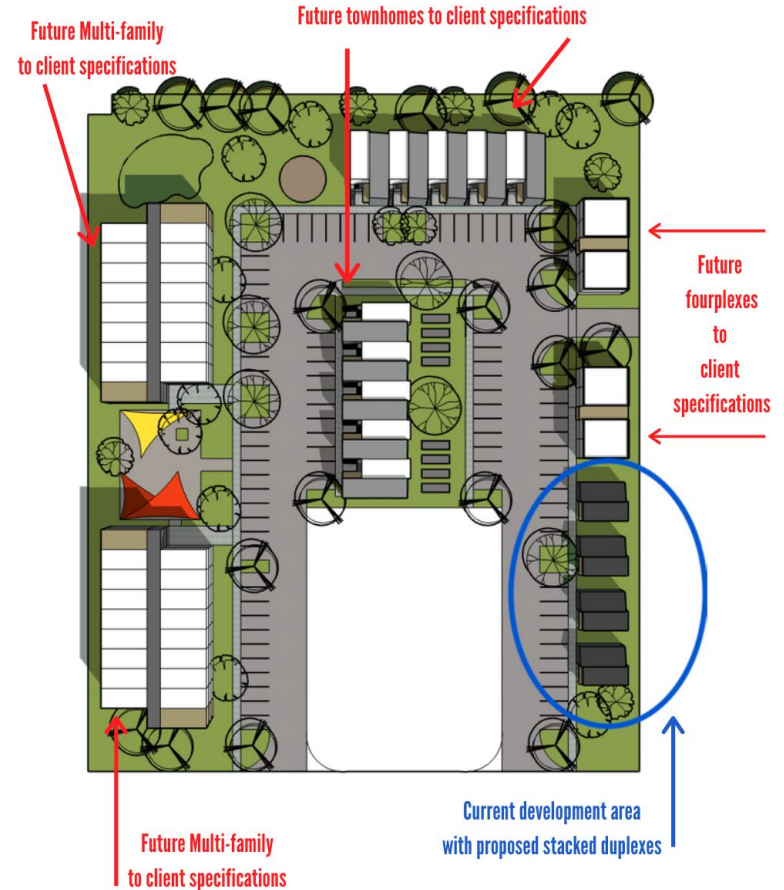
Develop the SE corner of the property with stacked duplex to provide eight, two bedroom one bathroom units for immediate occupancy.

Over time, develop the full site as per the master plan with townhomes, fourplexes, and multifamily units with floorplans to meet client needs.

Master Plan

Current development area in blue delivers 4 stacked duplexes, each with two bedrooms.

Future development in red details housing options to client specifications.





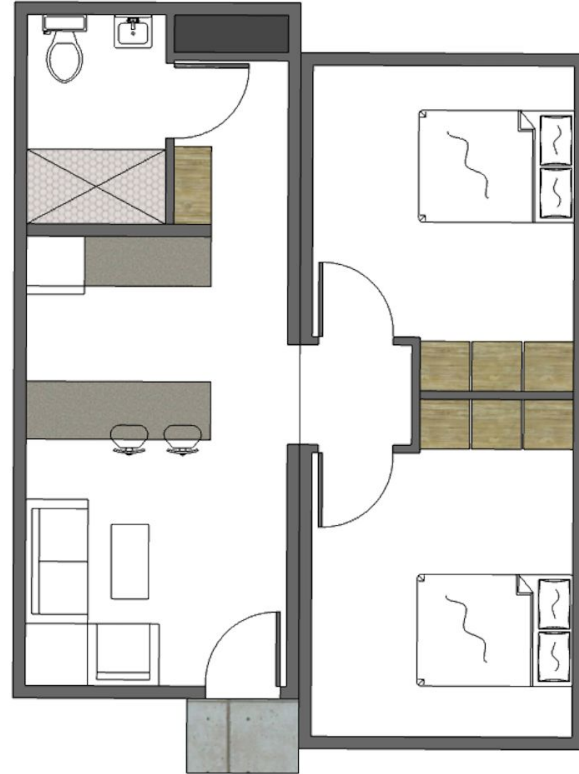
Unit Details

Each unit 24' wide, 28' feet deep for a total of 672 square feet.

2 BR, 1 BA in each unit with full kitchen, built in cabinetry.

All units built to **IBC/IRC standards**.

All ground floor units **ADA Accessible**.



Construction Details

Framing: All steel exoskeleton and interior framing. Interior walls (see table at right). Foundation and roofing to client specification (usually site built). Commercial grade flooring.

MEPs: See table at right for HVAC, ERV, etc.

Exterior: Cladding to client spec, typically use fiber cement with 50 year warranty.

Interior: No VOC paint; Quartz countertop; custom cabinetry; Pella Windows; Solid core Therma Tru doors; Water Sense fixtures, built in cabinetry in-lieu of closets.

Appliances: Energy Star appliances (excludes W/D), LED lighting.

HERS INDEX SCORE FOR V2.0

The following criteria achieves a **HERS Index Score of 51** for the V2.0 prototype utilizing the 2018 IRC energy codes. The structure and equipment configurations below also meet Zero Energy Ready, E-Star, EPA IAQ, IBHS Fortified and WaterSense certifications.

1. 6.0" angle iron in the 4 corners
2. Exterior assembly: Concrete fiber siding o/ 1" EPS rigid insulation (R-4) o/ Huber ZIP panel (0.5") o/ 2x6 steel studs @ 24" O.C. Our newest wall assembly (1" EPS rigid insulation (R-4) o/ Huber ZIP panel (0.5") o/ 2x4 steel studs @ 24" O.C o/ 1.5" EPS rigid) gives the same HERS score.
3. Exterior framing cavities will have an R-21 batt
4. 100% LED lighting
5. ERV: (1) TwinFresh Combo RA1-50-2, 30 CFM, 7 Watts.
5. HVAC: Air source heat pump, Htg: 15+ HSPF, Clg: 23+ SEER, with Programmable Thermostat.
6. Water heating: Conventional, Electric, 0.91 EF, 30.0 Gal
7. Roof insulation: R-50
8. Conditioned crawl space: R-20 foundation walls
9. Windows: U-Value: 0.260, SHGC: 0.270
10. Infiltration rate: <2 @ 50 ACH
11. Refrigerator (kWh/yr) 530
12. Dishwasher Energy Factor 0.46
13. Clothes Dryer CEF 3.71.





Scope of Work

Scope of work includes modular units and delivery to site.

Client retains option to modify final contract to include options indicated at the bottom of list in image at right.

Modular Units Only	\$626,979
<p>Includes all standard items:</p> <ul style="list-style-type: none">Zero Energy Ready - highly energy efficientPella WindowsEnergy Star appliances (no washer dryer)Solid Core DoorsShaw Commercial Grade FlooringEnergy Recovery Ventilator in every unitAll cabinetryDelta Plumbing Fixtures (EPA Water Sense)All LED Disk LightingDuctless Mini-Split HVACIn unit Fire / Sprinkler - Per RequirementsDelivery of Unit to Site	
<p>Does not include the following items</p> <ul style="list-style-type: none">Design/engineeringCraning onto foundationExterior Sheathing / Rain ScreenInstallation / StitchingParking GarageCommercial SpaceLocal permittingOff-site construction (curbs and sidewalks)Site workFoundationsStairs / ElevatorsRoofWalls/gates/fencesParking (bicycle & auto)Hardscape / landscapeTrash enclosuresFinancing and other soft costs	



Project Schedule

indieDwell will work in concert with the City of Moab to deliver the project to their timeline.

Units will ship from indieDwell's factory in Pueblo, CO



Cost Proposal

Total Project Costs	Full Project
Land	\$0
Site Work	\$0
Site Construction	\$0
Units	\$564,480
Roof	\$0
Siding	\$0
Shipping	\$62,499
Install	\$0
Crane	\$0
Total Project Cost	\$626,979
Price Per Square Foot	\$117
Price Per Unit	\$78,372



indieDwell Contact Information

Brad Henderson, Director Business Development and Community Partnerships, Colorado

bhenderson@indiedwell.com | (720) 988-7352

Chris Blanchard, Manager Sales and Marketing, indieDwell Holdings

cblanchard@indiedwell.com | (208) 392-8726

Pueblo Factory: 205 N. Elizabeth St. Pueblo, CO 81003

Corporate Offices: 217 N. 11th St. Boise, ID 83702





Concept rendering with gable roof

Walnut Lane

PROJECT PROPOSAL
FOR THE CITY OF MOAB



Presented by Brad Henderson

720-988-7352

bhenderson@indiedwell.com

Who we are

Established in 2017, and building the first homes in 2018, indieDwell has grown from 8 employees operating out of a small industrial space, to over 100 employees building homes in two factories in Idaho and Colorado. indieDwell is a certified B Corp whose owners build every home. We build with our values, delivering homes that are healthy, durable, sustainable and energy efficient for clients who prize those qualities.

Built By Our Owners



Ownership

Employees own 20% of every factory

Income and Development

Minimum wage of \$16 per hour
Profit sharing for all employees
Paid Vocational Education

Benefits

Full Company Paid Healthcare
Full Time, Year Round Work
Paid Vacation
Paid Holidays
Maternity and Paternity Leave

Committed To

Training unskilled labor into the trades
Equal Pay (Gender, Racial)
Diversity
Inclusion
Safety

What we do

We build single family, detached, and commercial multi-family structures of the highest quality, at the lowest price possible in order to deliver dignity to residents that may not experience that in other aspects of their life.



Healthy

- Focus on indoor air quality
- CARB 2 Compliant Construction
- ERV in every unit

Energy Efficient

- Net Zero Ready
- All LED Disk Lights
- HERS Rating of 60 or Lower
- Continuous Thermal Break

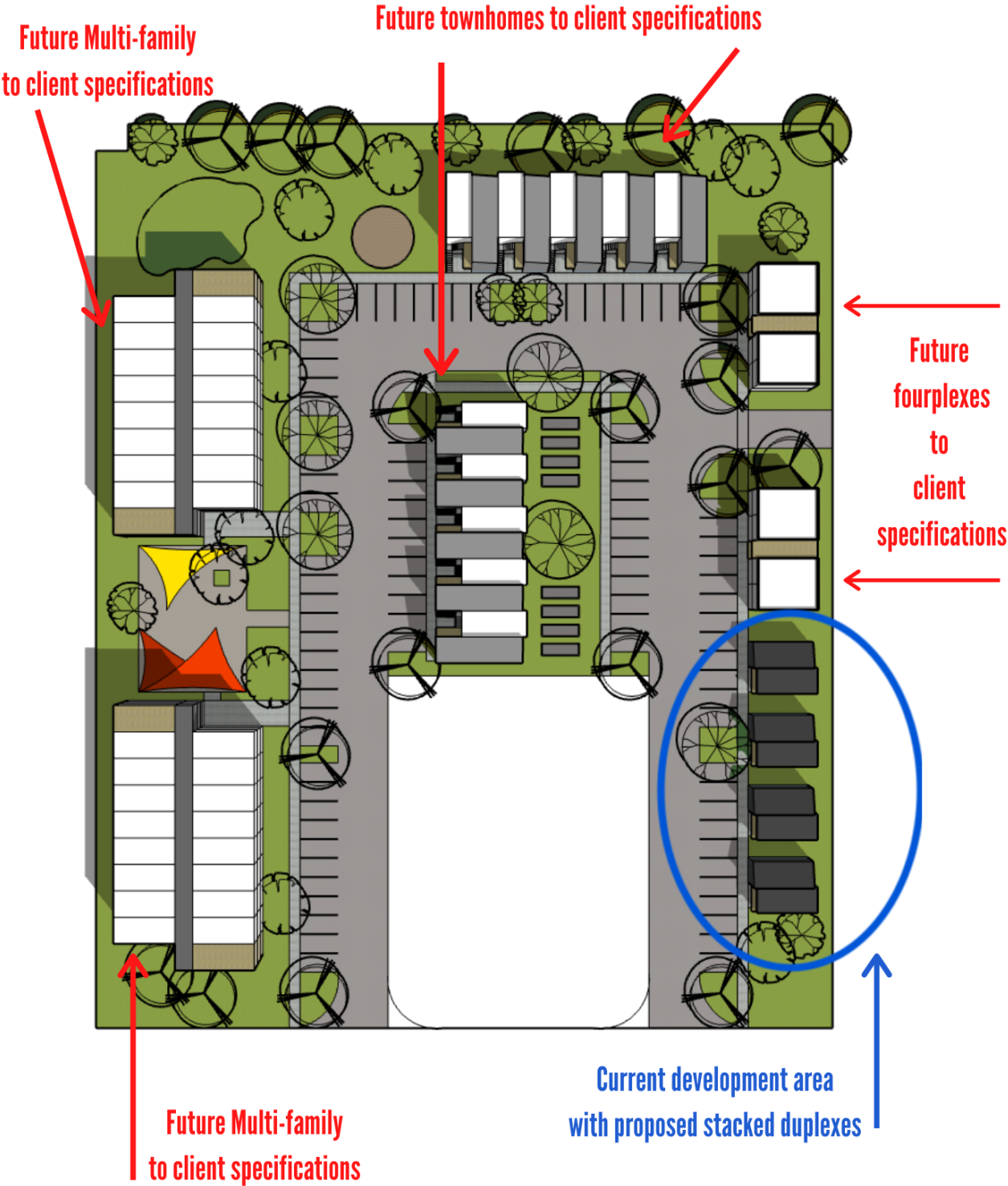
Sustainable

- Nearly Waste Free Construction
- Carbon Neutral Construction (2020)
- Sustainable Materials

Durable

- Solid Core Doors
- Fiber Cement Siding
- Pella Windows
- Steel Exoskeleton
- 100% Screws - no nails

Walnut Lane Future Site Plan



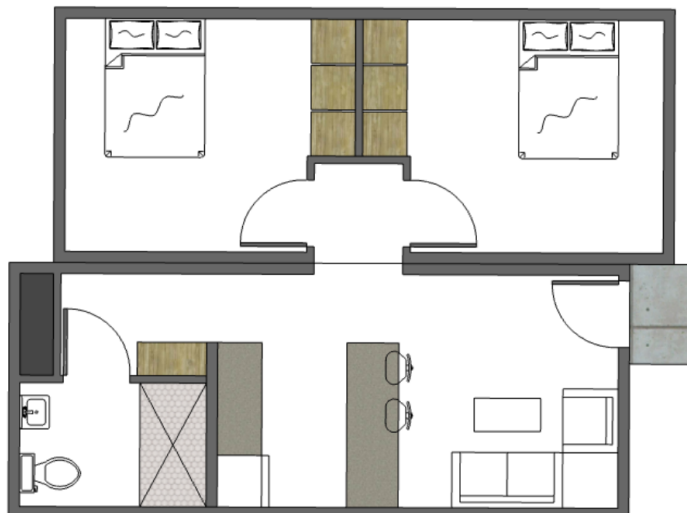
Project Detail

The City of Moab has an immediate need to replace a number of units in the SE corner of the Walnut Lane property, indicated by the blue circle on the master plan. indieDwell proposed constructing and installing 4 stacked duplexes, each with 2 BR and 1 BA, in 672 sq ft. Floor plans and elevations shown below.



Concept rendering with shed roof

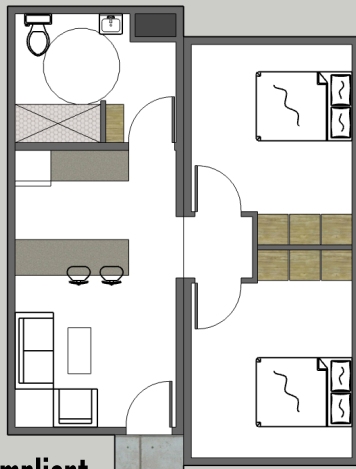
Floorplan
2 BR
1 BA
Full Kitchen
672 SQ FT
28' Deep
24' Wide



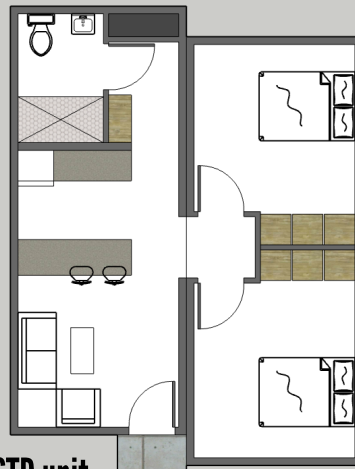
Project Detail



Concept rendering with shed roof



ADA Compliant



STD unit

Response to City of Moab

Questions about the proposed duplex units:

Your proposal includes stacked duplexes, but the floor plan and cost proposal do not include stairs or any way to access the second floor. Can you please provide an updated set of plans for these units, including costs and plans for adding stairs to the second level?

The project requires 4 staircases, which we estimate at \$12,500/ea for a total of \$50,000. The estimate reflects that update.

We would be interested in seeing more detailed floor plans for these units. We would also be interested in seeing elevations, renderings, photos of existing units, etc.

See included images

Does the floor plan look different for the ADA units on the ground floor, or are the floor plans slightly different? Is there a cost difference between the ADA and non-ADA units?

See enclosed images for ADA vs STD floor plans. There is no cost difference.

We would like further clarification of the scope of work for the project. You state that the scope of work includes modular units and delivery to the site, but it does not include cost or scope for the following items. I know we discussed a few of these on the phone and you said they were included in the proposed price of the units. Please provide a price (either per unit or per hour) for each of these items, let us know if they are included in the cost of the units already, or let us know if they are

Design/engineering

There are no additional costs for the design and engineering of our units.

Craning onto foundation

The estimate now includes the cost of craning, estimated at \$2,800

Exterior sheathing/rain screen

The estimate now includes exterior cladding using our standard cement fiber board (50 year warranty). We estimate needing 6,477 sq ft for a total cost of \$90,680.

Installation/stitching

We have included the installation and stitching in the budget, estimated at \$160,743. Subject to change as we receive bids from general contractors.

Response to City of Moab

Installation/stitching

We have included the installation and stitching in the budget, estimated at \$160,743. Subject to change as we receive bids from general contractors.

Foundation - The City acknowledges that we will likely be the ones to contract this out. However, we will need to know specs associated with engineering and setting these foundations, and if there will be any additional costs for these specs.

There is an additional charge for us to design the foundations, and we can deliver this as a turn key project if need be. Will need to have a geotechnical study performed in order for us to engineer the foundation designs.

Roof

Budget now includes an estimate for a shed roof on each of the four duplexes. Total cost to roof all four units: \$81,400.

I know we have discussed the timeline on the phone, but we would like a written timeline for these units, including estimated time for design/engineering, state and local permitting, any estimated wait time before production starts in the factory, production time in the factory, and estimated time to deliver and install the units.

Timeline from date of contract (assumes October 10, 2020):

Schematic Design: 3 weeks (completion October 31, 2020)

Design Development: 3 weeks (completion November 21, 2020)

MILESTONE: Owner Approval (completion by December 4, 2020)

City of Moab Building Department Permit Approval: 2-4 weeks (complete NLT January 6, 2021)

Shop Drawing Completion: 2 weeks (completion January 20, 2021)

Factory Procurement: 4 Weeks (complete Feb 17, 2021)

Build Time: 2 Months (complete April 18, 2021)

First four plex can be onsite on March 8, 2021

Will ship four units at a time until production is complete. Anticipate 2 days shipping from Pueblo to Moab.

Set and stitch to take 30 days from delivery of first units.

Total anticipated contract time not to exceed 145 days (<5 months)

Good Faith Estimate - Full Vertical Build

Budget differs from previous budget as it includes items that project owners/developers often manage outside of the modular build process. The good faith estimate for the full vertical build includes stairs, roof, cladding, foundation, craning, installation and stitch work. The City of Moab retains the ability to modify the project scope.

Full Vertical Build:	\$1,080,300
Cost Per Unit	\$135,037
CPSF	\$201

This includes all our standard items:

- Net Zero Ready Construction - highly energy efficient
- Pella Windows
- All appliances (no washer dryer)
- Solid Core Doors
- Shaw Commercial Grade Flooring
- Energy Recovery Ventilator in every unit
- All cabinetry
- Delta Plumbing Fixtures
- All LED Disk Lighting
- HVAC (including corridors)
- In unit Fire / Sprinkler - Per Requirements
- Delivery of Unit to Site
- Craning onto foundation / platform
- Exterior Sheathing / Rain Screen
- Installation / Stitching / All MEP Connections
- Connection to Stairs / Elevator
- Shed Roof
- Stairs / Elevators

This does not include the following items

- Design/engineering
- Commercial Space
- Local permitting / Entitlements
- Off-site construction (curbs and sidewalks)
- All Horizontal Development
- Walls/gates/fences
- Parking (bicycle & auto)
- Hardscape / landscape
- Trash enclosures
- Financing and other soft costs
- Foundation / Podium



Bid: indieDwell
Factory: indieDwell

Energy Standard: Net Zero Ready

Unit Size	1BR	2BR	3BR
Price Per Unit		\$78,372.00	

Additional Scope of Work		
Plans & Permits	N	
Set up/set	Y	Included in Module Stitch
Installation Labor	Y	Included in Module Stitch
Freight/Shipping	\$7,812.00	
Stairs	\$12,500.00	
Craning	\$350.00	
Exteriors	\$11,335.00	
Roof	\$10,175.00	
Module Stitch	\$20,092.88	
"Soft Costs"		
Design & spec	Y	Modular Design&Spec Included
Engineering	Y	Modular Eng. Included
Manufacturer Selection	N/A	
Site prep	N	
Site visits	Y	
Site Prep/Foundation Pad	N	
Contingency		
Material Surcharge		
Total	\$ 62,264.88	

* Specs given per unit for 8 units

Unit Features	
Floor Insulation	R20
Wall Insulation	R26
Roof Insulation	R50
Water heater	**30 gal - electric
Thermostat	E-STAR programmable
HVAC	Yes
Lighting	LED
Furnace	Electric
Range	**Yes
Electric Service	200 Amp
Dishwasher	**Yes
Laundry	No
Microwave	**Yes
Foundation	Poured Concrete
Exterior Siding	Fiber cement
Refrigerator	**Yes
Porch Lights	Yes and LED
Framing	Steel

** Energy Star Rated

Timeline to Completion

Timeline from date of contract (assumes October 10, 2020):
 Schematic Design: 3 weeks (completion October 31, 2020)
 Design Development: 3 weeks (completion November 21, 2020)
 MILESTONE: Owner Approval (completion by December 4, 2020)
 City of Moab Building Department Permit Approval: 2-4 weeks (complete NLT January 6, 2021)
 Shop Drawing Completion: 2 weeks (completion January 20, 2021)
 Factory Procurement: 4 Weeks (complete Feb 17, 2021)
 Build Time: 2 Months (complete April 18, 2021)
 First four plex can be onsite on March 8, 2021
 Will ship four units at a time until production is complete. Anticipate 2 days shipping from Pueblo to Moab.
 Set and stitch to take 30 days from delivery of first units.
 Total anticipated contract time not to exceed 145 days (<5 months)

Additional Information: indieDwell

Kaitlin Myers questions sent Sept. 28:

- 1) Questions about the proposed duplex units:
 - a) Your proposal includes stacked duplexes, but the floor plan and cost proposal do not include stairs or any way to access the second floor. Can you please provide an updated set of plans for these units, including costs and plans for adding stairs to the second level?
 - b) We would be interested in seeing more detailed floor plans for these units. We would also be interested in seeing elevations, renderings, photos of existing units, etc.
 - c) Does the floor plan look different for the ADA units on the ground floor, or are the floor plans slightly different? Is there a cost difference between the ADA and non-ADA units?
- 2) We would like further clarification of the scope of work for the project. You state that the scope of work includes modular units and delivery to the site, but it does not include cost or scope for the following items. I know we discussed a few of these on the phone and you said they were included in the proposed price of the units. Please provide a price (either per unit or per hour) for each of these items, let us know if they are included in the cost of the units already, or let us know if they are
 - a) Design/engineering
 - b) Craning onto foundation
 - c) Exterior sheathing/rain screen
 - d) Installation/stitching
 - e) Foundation - The City acknowledges that we will likely be the ones to contract this out. However, we will need to know specs associated with engineering and setting these foundations, and if there will be any additional costs for these specs.
 - f) Stairs/elevators
 - g) Roof
 - h) The City acknowledges that this scope of work is specifically for getting the modular units into Walnut Lane, so we will cover the parking, landscaping, etc. for these units, which will be coordinated with our contracted architecture team working on our master plan.
- 3) I appreciate your inclusion of future possibilities for the entire master plan. I want to be clear that this contract and scope of work will be specifically for the four duplexes and we will negotiate a contract for later phases at a later date.
- 4) I know we have discussed the timeline on the phone, but we would like a written timeline for these units, including estimated time for design/engineering, state and local permitting, any estimated wait time before production starts in the factory, production time in the factory, and estimated time to deliver and install the units.

IndieDwell responded to these questions in an attached Additional Information Document.

KM questions sent Oct 6:

- 5) Please identify an explicit timeline by which your company can deliver and set units at Walnut Lane. I have talked directly to the factory representatives associated with the bids for this project and have confirmed with others that, across the board, manufactured home factories are backlogged anywhere between late April all the way into June. Please update your proposed timeline to reflect

the delay from the factory. If you are confident you can provide units sooner than May 2021, please provide an explanation of why.

a) IndieDwell explicit timeline included in attached PDF is accurate.

- 6) The City is considering including a Liquidated Damages clause in the contract to enforce your stated timeline. Because the City is continuously performing maintenance on existing trailers at Walnut Lane and the purpose of this contract is to replace these existing units, a delay in delivery of new units causes additional and unnecessary damage and expense to the City to keep working on the existing units; conversely, an early delivery of units would lessen the amount of maintenance performed on units. Please indicate your willingness to include this clause in the contract.

a) We understand the need for LD's and accept a reasonable Liquidated Damages clause if required.

- 7) I have come to understand that the factories are unable to price lock units, and these units are continuing to increase in price. Please indicate any material surcharges and/or contingencies to reflect anticipated price increases between the time you sign a "not to exceed" contract with the City and when you are able to lock a price with your factory.

a) There are no material surcharges or contingencies associated with our proposal.

Moab City Council Agenda Item
Meeting Date: October 13, 2020

Title: Resolution No. 44-2020 Regarding the City of Moab’s Commitment to Funding Years Four and Five of a “Recreational Hotspot” Transit Shuttle Pilot Program

Date Submitted: November 4, 2020

Staff Presenter: Carly Castle, Assistant City Manager

Attachment(s): Resolution No. 44-2020 Regarding the City of Moab’s Commitment to Funding Years Four and Five of a “Recreational Hotspot” Transit Shuttle Pilot Program

Options: Discussion and Approval

Recommended Motion: Approve Resolution No. 44-2020, A Resolution Regarding the City of Moab’s Commitment to Funding Years Four and Five of a “Recreational Hotspot” Transit Shuttle Pilot Program

Background/Summary: On October 30, 2020, the Grand County Commission and Moab City Council approved a Transit Shuttle Pilot Project to be included in the Arches Region Hotspot Concept Package. As part of this Transit Shuttle Pilot project, UDOT will engage transportation consultants to develop details, costs, and benefits for a three- to five-year Pilot Shuttle system. UDOT contemplates that the initial route for this Transit Shuttle will be along U.S. 191, which is the Moab area’s primary transportation corridor. The consultants will develop a “turn-key” RFP for the Moab community, allowing for the region to contract with an operator to operate the shuttle service, provide the vehicles, store and maintain the vehicles, collect and process fare revenue, etc.

The annual cost for the pilot is estimated to be \$500,000. UDOT has indicated its willingness to fund the first three years of the transit pilot using Hotspot funding, but it requests that the City of Moab and Grand County fund years four and five of the program. UDOT requires this commitment from the City and County before it will give the consultant team a Notice to Proceed.

CITY OF MOAB RESOLUTION NO. 44-2020

A RESOLUTION REGARDING THE CITY OF MOAB’S COMMITMENT TO FUNDING YEARS FOUR AND FIVE OF A “RECREATIONAL HOTSPOT” TRANSIT SHUTTLE PILOT PROGRAM

WHEREAS, safe, reliable and efficient transportation and transit systems create foundations for economic growth, reduced congestion, and for serving recreational activities; and

WHEREAS, the creation and maintenance of transportation infrastructure is a core responsibility of local government; and

WHEREAS, the recreation and tourism associated with Arches and Canyonlands National Parks and surrounding public lands create a significant economic impact on the Moab area; and

WHEREAS, visitation to the Moab region has risen exponentially over the past decade, increasing to more than three million visitors annually; and

WHEREAS, the dramatic increase in visitation has caused traffic and parking congestion in Moab on Highway 191 and on City of Moab streets; and

WHEREAS, parking and traffic congestion in the Moab region causes safety hazards for motorists, bicycles, and pedestrians; and

WHEREAS, parking and traffic congestion in the Moab region causes a negative economic impact due to increased travel time and increased fuel consumption and greenhouse gasses among other things; and

WHEREAS, parking and traffic congestion in the Moab area negatively impacts the quality of the visitor experience and the quality of life for residents; and

WHEREAS, the City of Moab’s General Plan Element 7.4.e “encourage[s] efforts to provide a shuttle system serving downtown Moab and key tourism destinations and accommodations;” and

WHEREAS, in 2017 the Utah State Legislature passed SB 277—Highway General Obligation Bonds, which, in part, identifies \$100 million to be used by the Utah Department of Transportation (UDOT) for projects that: (1) have significant economic development impact associated with recreation and tourism, and (2) address significant needs for congestion mitigation, known as “recreational hotspots” on UDOT’s Transportation Infrastructure list; and

WHEREAS, the Arches/Moab area was allocated \$10,000,000 out of this “recreational hotspot” fund for transportation projects fulfilling the statutory criteria outlined in SB 277; and

WHEREAS, UDOT has engaged a transportation consultant team (Fehr & Peers) to develop a project background, demand assessment, proposed system details, costs, benefits and financial plan for a three to five-year pilot shuttle system that would help determine the demand and viability of long-term transit for the Moab community; and

WHEREAS, UDOT has agreed to fund the entire cost of the first through third years of operation of the pilot shuttle system;

WHEREAS, the Arches Hotspot Region Coordinating Committee, Grand County Commission, and Moab City Council have recommended the transit shuttle system be included as one of the transportation projects to be submitted to UDOT for consideration by the Transportation Commission for SB 277 funding.

NOW THEREFORE BE IT RESOLVED by the Moab City Council that:

1. The City of Moab is committed to the long-term success of transit in the Moab area;
2. The City of Moab supports UDOT's development and establishment of a pilot shuttle transit system for Moab and UDOT's operation of the system for the first through third years;
3. If the transit shuttle system is viable at the conclusion of the first three years of operation, as determined by the Moab City Council, the City of Moab will partner through a memorandum of understanding or other agreement with Grand County to provide funding for the operation of the system for years four and five of the project, up to a maximum \$500,000 per year (which funding can be a combination of grants, local match or other funding). Should the operating costs exceed \$500,000 per year for years four or five, the Moab City Council may ask UDOT to continue its support of the system to ensure continuation.

This resolution shall be effective upon adoption.

PASSED AND APPROVED by a majority of the City of Moab City Council. This Resolution shall take effect immediately upon passage.

SIGNED:

Emily S. Niehaus, Mayor

Date

ATTEST:

Sommar Johnson, Recorder

