

**ARCHES HOTSPOT REGION COORDINATING COMMITTEE  
SPECIAL MEETING MINUTES  
MAY 29, 2020**

The Arches Hotspot Region Coordinating Committee held a Special Meeting on the above date. Per Executive Order 2020-5 issued by Governor Gary R. Herbert on March 18, 2020, this meeting was conducted electronically. An anchor location was not provided. An audio recording of the meeting is archived at <http://www.utah.gov/pmn/index.html>.

**Special Meeting—Call to Order and Attendance:** Committee Chair Wells called the Special Meeting to order at 8:08 AM. Participating were Committee Members Wes Shannon, Mike Duncan, Karen Guzman-Newton, Curtis Wells, Jaylyn Hawks, and Evan Clapper. Committee Member Kalen Jones was absent. City staff participating were Assistant City Manager Carly Castle, City Engineer Chuck Williams, Assistant Engineer Mark Jolissaint, City Recorder Sommar Johnson, and Deputy Recorder Kerri Kirk. County staff participating was Community and Economic Development Director Zacharia Levine. Downtown Business Alliance representative participating was Matt Hancock.

**Off-Main Street Parking/Improvements Field Trip**

**Discussion:** Committee Chair Wells invited City Engineer Williams to provide a brief overview of the City Hall parking design. City Engineer Williams reminded the Committee about the template that was used at the May 13 meeting for potential side street parking. He said the template has angled parking on one side, angled parking in the middle with a six foot median, and parallel parking on the other side. He said there are sidewalks on both sides. He said this design requires 87 feet from curb to curb. He stated the other side streets have roughly 77-71 feet from curb to curb. He said parking can be added to other streets, but it will not be exactly like the parking outside of City Hall. He added that the parking spaces at City Hall meet City Code standards, which is 18 ½ feet by 9 feet. He said angled parking from the curb to the back of the parking spot is about 20 feet long. He said angled parking can achieve 60% more spaces than parallel parking. He said that, when the Engineering department begins a design, they start from the existing curb. He said one of the key constraints is crosswalks for safety.

Committee Member Clapper inquired if the parking spaces met City or State Code. City Engineer Williams said the spaces are compliant with the Manual on Uniform Traffic Control Devices (MUTCD), which is the federal standard. Committee Member Clapper inquired about compact parking spaces. City Engineer Williams said he did not believe the City had any compact spaces. Hancock said one space in front of City Hall is compact due to the bulb out. City Engineer Williams said that space is not defined as compact space, but it might not meet standard. Committee Member Guzman-Newton said the spaces in front of Zax Restaurant have signs that say “compact” on them. City Engineer Williams said he had not seen those signs. Committee Member Clapper asked if it was required that the angled parking spaces be 20 feet deep. City Engineer Williams said it would need to be considered if the spaces should be compact or accommodate regular-sized vehicles.

Hancock inquired about the lane widths by City Hall. City Engineer Williams responded that the lanes are 12 feet. Hancock asked about the total from curb to curb with the breakdown for parking and lane widths. City Engineer Williams offered to send the template document to Hancock.

Committee Chair Wells said it was understood that the template does not fit all streets. He asked City Engineer Williams what the Committee should be considering. City Engineer Williams said

that, if the Committee decides to proceed with reconstruction, utilities that run underneath sidewalks will need relocated. He said moving a power pole costs about \$35,000. He said moving a fire hydrant costs about \$10,000.

City Engineer Williams said some of the parking is maximized without adding a median. He said that, if a median is added, driveways need to be accommodated. He said it becomes a policy decision of whether left turns are permitted to exit the driveways.

Committee Member Clapper suggested that straight-in parking would fit more spaces than angled parking. Grand County Community and Economic Development Director Levine said that type of parking is rare. City Engineer Williams said there would need to be consideration for movement, because backing out of a parking space at a 90 degree angled is different than a 45 degree angled. Committee Member Clapper said straight-in parking is accessible by both lanes of travel. City Engineer Williams added that a vehicle backing out of a straight-in space cannot cross the center line.

Committee Member Hawks asked if parallel parking could be located at the median. City Engineer Williams said it is possible.

Committee Member Guzman-Newton inquired who maintains the planter strips on the sidewalks. City Engineer Williams said the City maintains the trees and the mowing. He said the sidewalks and the park strips are the property owner's responsibility. Committee Member Duncan inquired if the easement ends at the curb. City Engineer Williams said that, typically, the right-of-way goes to the back of the sidewalk. He added that some locations have buildings that are in the right-of-way. Committee Member Duncan said he wants to be informed if the trees and sidewalks are impacted as additional parking is considered. City Engineer Williams said those would become policy decisions.

City Engineer Williams stated median strips are most effective when they are continuous. He said 100 East has less utilities located on it than Center Street. He added that drainage needs to be considered as well. Committee Chair Wells said this block has potential for additional parking.

Committee Chair Wells said the current scope for additional parking is 100 North, Center Street, and 100 South. He said the Committee can choose to expand that scope. Committee Member Clapper said 100 North could become more visually appealing and have additional parking. Committee Member Duncan said there will be push back because this area is partially residential. Committee Member Clapper said flow studies will be beneficial to decide which side streets will have additional traffic if some left turns are removed from Main Street. Committee Member Shannon said the Downtown Business Alliance supports additional parking on side streets.

Committee Member Duncan said, for the traffic heading South on Main Street, the left turn could remain at 100 North and 300 South. He said for the northbound traffic on Main Street, 100 South and 400 North would have left turn lanes. City Engineer Williams said that, during the first round of Hotspot funding, the consultants considered removing left turns on every other block. Committee Member Duncan said the medians will add friction, and he wants to find a way to decrease congestion.

City Engineer Williams said the left turn bays from the side streets onto Main Street are necessary. He said the driveway exits could be one-way exits only, but he is unsure about the

post office exit being one-way. He said it could add safety to that parking area if it became one-way in and one-way out.

Committee Member Clapper inquired about the parking area behind Wells Fargo and the post office. City Engineer Williams said that area is comprised of multiple private parking lots. He said the consultants inquired if the private parking lots could be consolidated into one public parking lot. He said the responses of the business owners were mixed. Committee Chair Wells said this area could be discussed again to see if there is potential for consolidation.

Committee Member Guzman-Newton said the park strip and sidewalk seems to be wider than normal on 100 North. City Engineer Williams said the road classification determines the width of the sidewalks and park strips. He said the park strip can be changed to add parking, but it would affect all the trees in the park strip. Committee Member Guzman-Newton inquired if the trees could remain while adding parking spaces in between them. Committee Member Clapper asked if the trees would become bulb outs. City Engineer Williams said he was not sure if there were utilities that would need relocated, but the parking could work.

Committee Member Shannon said the hotel parking exit, the Moonflower, and the La Sal House Restaurant parking is a huge blind spot. Levine requested confirmation that the area could benefit from visual cues that indicate what drivers should do. Committee Member Shannon agreed. He added that delivery trucks do not need accommodated in the parking designs. He said the delivery truck drivers will park wherever they can to deliver their product.

City Engineer Williams said mid-block crosswalks need to be minimized per the MUTCD. Levine said some businesses do not have a parking lot; instead, they use the parking on the street for their businesses. Committee Chair Wells confirmed that 100 North could potentially have angled parking on both sides of the street, but there is no room for median parking as well.

City Engineer Williams said 100 North to 100 West is 71 feet from curb to curb. He said, in order to have parking like City Hall at this location, the sidewalks and park strips would need moved to create more roadway. He said this would affect the utilities, drainage, and driveways. Committee Member Clapper inquired if the center median could have parallel parking. City Engineer Williams said it would require the same amount of space to have angled parking on both sides and parallel parking at the median.

Hancock said the pedestrian experience on the side streets is important. He said the area in front of Moonflower is a great example, because it has shade and seating in the large sidewalk area. He said another great example would be in front of Rim Cyclery. He suggested having three-tiered parking that is parallel on both sides and angled at the median. He said other street templates could work. City Engineer Williams said two parallel parking sections and one angled parking section equals fewer parking spaces. Hancock disagreed and said the curb cuts would affect angled parking and reduce the number of possible spaces. Committee Member Clapper said he would like to see the template for two parallel sections and angled parking at the median included in the proposals that UDOT will review. Committee Chair Wells clarified that UDOT will not review the side street designs, it will only review the Main Street improvements. Hancock said there should be consideration for other templates that will balance the needs of businesses, pedestrians, and vehicular traffic. Levine agreed that one template will not work for all side streets. Levine said consideration should be taken for sidewalk, bike lane, and parking areas. City Engineer Williams said that each bike lane is 5 feet wide, which will impact the size of the roadway.

Hancock inquired about shared street concepts. City Engineer Williams said it is possible to incorporate urban design concepts. He said the focus has been on maximizing parking and increasing traffic flow, so he has not looked at urban design yet. Assistant City Manager Castle requested direction from the Committee regarding conservative parking designs versus more extreme parking designs. Committee Member Guzman-Newton said she would like to use what is already present, such as shade and angled parking. She said traffic calming is another resident concern. Assistant City Manager Castle said City staff can maximize on what is available currently. Committee Member Duncan expressed support for not ripping out a lot of trees to provide more parking.

Assistant City Manager Castle said changing the back-angled parking created a lot of push back. She expressed concern regarding public push back for redesign of the side streets. Committee Chair Wells said the parking designs might need to be on a block-by-block basis. He said the goal is to build a spreadsheet of each block with pros and cons. He agreed that the blocks are in the municipality and the designs will need to be reviewed by City Council. Committee Member Duncan said the consultant for the first Hotspot concepts provided different design options from the conservative to the more aggressive approach. He said he does not want all the funding spent on downtown, because he would still like to see North and South recreation parking lots. Committee Chair Wells reiterated that the projects do not have funding yet. He said taking away from one project's ability to rank better on the criteria in order to budget for an additional project will decrease the probability of approval from UDOT. Committee Member Guzman-Newton said the trailers need somewhere to park besides Main Street and rural areas.

Levine inquired about a target number of parking spaces that need to be created. Committee Chair Wells said there needs to be a cost per parking space, so it can be compared with the parking structure. Committee Member Clapper said the previous parking study indicated that there is unused parking. He said he does not want to turn blocks into parking lots because it will not help the downtown experience. He said the design should appeal to people looking for a place to park.

Assistant City Manager Castle said it sounds like the Committee wants to see options so they can understand the trade-offs involved. She said there will be an option with no action involved, and an option with the parallel parking. She said it sounds like the parking needs to be balanced with economic development, community character, and community identity.

Committee Chair Wells said there is an assumption that off-Main Street parking will increase the total number of parking spaces. He said it needs to provide enough parking to be beneficial, or the project will not meet the Hotspot criteria effectively. Levine inquired how much more parking is needed. City Engineer Williams said City staff counted the parking spaces on Main Street between 400 North and 300 South, and it is about 100 spaces.

City Engineer Williams reviewed the design of 100 West with the newly added bike lanes. He said the bike lane design sacrificed some parking spaces. He added that the left turn lane onto Williams Way was necessary because 2/3 of the traffic on 100 West turn left to head towards the hospital.

Hancock inquired about data for the congestion choke points. City Engineer Williams said the City has traffic counts throughout its area, and UDOT has traffic counts throughout Main Street. Hancock wondered if the data would account for the seasonal nature of the traffic, and if the data could be drilled down into. City Engineer Williams said it is possible, but it depends on time and money. Committee Chair Wells said the bike lanes are an asset and a priority due to

the Mill Creek Parkway that feeds into this area. Committee Member Clapper said it might be possible to give up one of the bike lanes to add parallel parking.

City Engineer Williams said the park strip and trees on Center Street towards 100 West could be removed to change the parking from parallel to angled. Committee Member Duncan suggested leaving the trees and adding angled parking around them. Hancock inquired if there was a deed restriction on this right-of-way; City Engineer Williams said no. He said this block has been considered for closure during street festivals. Committee Member Clapper appreciated the mid-block crosswalk on this street. City Engineer Williams confirmed that it is a traffic-calming device. Committee Member Clapper said the shade is a benefit for people looking for a parking space. Hancock said this street has a great balance between pedestrians and vehicular traffic. Committee Chair Wells confirmed that this area has potential to increase parking. City Engineer Williams said utilities would be a factor for this street. Committee Member Duncan said irrigation lines would also be a factor.

Committee Member Hawks said there is an empty half block on 100 East near the parkway. City Engineer Williams said the City has design plans for reconstruction of 100 South from Main Street to 200 East. He said there would be a cul-de-sac and angled parking at 100 South and 100 East. He indicated that a property owner may not be on board with the design plans. Assistant City Manager Castle clarified that it is not a City right-of-way, and the property owner may not be interested. City Engineer Williams said that the project has traffic-calming devices, angled parking, and parallel parking. He said it is shovel ready but needs funding.

City Engineer Williams said the block between Main Street and 100 East on Center Street did not work with the City Hall template due to the driveway and parking lot cuts. He said the turn lane tapers approaching Main Street prevent a median from being placed there. Committee Chair Wells confirmed that a policy decision would need to be made regarding one way exiting from driveways. Committee Member Clapper said the flow studies will help determine if this block would become more active if some left turns are removed on Main Street. Committee Member Duncan said pylons could be added to the block and raised in the evening to create more pedestrian friendly areas. Committee Member Clapper said traffic-calming devices would be beneficial on this block. Committee Member Guzman-Newton said it could create more outside seating for the businesses on this block as well.

Committee Chair Wells inquired if the off-Main Street parking designs should come before the Main Street improvements or vice versa. City Engineer Williams inquired what the scope of work and goal is for the Committee. He said some of the downtown improvements may not be able to be funded by UDOT. Committee Chair Wells said it is unknown when the congestion will be adequately addressed in UDOT's mind. City Engineer Williams said the first way to reduce congestion in UDOT's mind would be to eliminate parking on Main Street. Committee Chair Wells said that option will be included in the modeling provided by UDOT.

City Engineer Williams said he needs to know the boundaries of the off-Main Street improvements. He said that, if the study area is 100 North to 100 South and 100 East to 100 West, the next step is to count parking spaces and existing conditions. He said City staff will start with the low hanging fruit to try to increase parking. He said the number of parking spaces created will be proposed to UDOT to see if it reduces congestion enough. He said redesign or expansion of the study area would be the next step.

City Engineer Williams said the parking structure was initially approved because it added parking which is a congestion relief tool. Committee Chair Wells inquired how much additional

parking would be considered sufficient. City Engineer Williams said the parking structure would have added 217 spaces minus the 70 currently existing spaces in that location. Committee Chair Wells said that, eventually, the parking on Main Street may be removed due to safety concerns. He said it could be years down the road, but it would be better to be proactive. Hancock inquired if the Main Street parking must be an “all or nothing” proposal. He said other cities restrict parking on one side of the street during congestion periods. Committee Guzman-Newton said it will need considered that Moab does not have traffic all the time due to its seasonal nature. Committee Chair Wells said it should be included in the modeling. Committee Member Shannon said it would be beneficial to have confirmation from UDOT regarding the removal of Main Street parking.

Committee Chair Wells thanked City Engineer Williams for his assistance today.

***Adjournment:*** Committee Chair Wells adjourned the meeting at 9:51 AM.