

**ARCHES HOTSPOT REGION COORDINATING COMMITTEE
REGULAR MEETING MINUTES
APRIL 29, 2020**

The Arches Hotspot Region Coordinating Committee held its Regular 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>. A video recording is archived at <https://www.youtube.com/watch?v=yd7T-ARFs3Y>.

Regular Meeting—Call to Order and Attendance: Committee Chair Wells called the Regular Meeting to order at 1:02 PM. Participating remotely were Committee Members Wes Shannon, Mike Duncan, Karen Guzman-Newton, Curtis Wells, Evan Clapper, Kalen Jones, and Jaylyn Hawks. City staff participating remotely were Assistant City Manager Carly Castle and City Recorder Sommar Johnson. County staff participating remotely was Community and Economic Development Director Zacharia Levine. UDOT staff participating remotely were Region Planning Manager Jeff Sanders, District Engineer Jared Beard, and Region 4 Deputy Director Monte Aldridge.

Approval of Minutes: April 23, 2020

Motion: Committee Member Duncan moved to approve the minutes from April 23, 2020. Committee Member Guzman-Newton seconded the motion.

Vote: The motion passed 6-0 with Committee Members Clapper, Guzman-Newton, Shannon, Jones, Wells, and Duncan voting aye in a roll call vote. Committee Member Hawks was not present for this vote.

Citizens to be Heard:

There were no Citizens to be Heard.

Presentation of Shared-Use Path Conceptual Design and Next Steps—Skipped Temporarily

Motion: Committee Member Clapper moved to skip this item until Grand County Community and Economic Development Director Levine is present. Committee Member Hawks seconded the motion.

Vote: The motion passed 7-0 with Committee Members Shannon, Duncan, Guzman-Newton, Hawks, Wells, Jones, and Clapper voting aye.

Discussion of Transit and Shuttle Options

Discussion: Committee Chair Wells said that transit would require three-quarters of a million dollars or more in annual maintenance. He said there is support for transit, but it is difficult to make transit fit in the process as a specific project; with the financial concerns related to maintenance and the tight timeframe for Hotspot funding, it may not be feasible. He suggested including public transit in the design requirements for all projects selected for UDOT to present to the Transportation Commission. Committee Member Clapper supported that suggestion.

Committee Member Duncan said he does not like the idea of discarding transit. He suggested the term “dispersed parking” should be used more carefully. He said the projects previously proposed as dispersed parking were not very dispersed; they were parking lots off Main Street near the downtown Moab area. He said the North and South recreation parking projects are more dispersed and could lend themselves to shuttle projects in the future. He suggested considering a smaller-scale transit system. He said it could be an on-call electric vehicle that

serves as a shuttle. He said China uses oversized golf carts for a transit system. He said a small number of vehicles could be maintained with less cost. He said Committee Member Guzman-Newton had a great concept for a shuttle system that moves through the hotels.

Committee Chair Wells said he is not advocating abandoning the idea of public transit. He said that, given the time constraints, it would be better to have public transit be a component of the projects selected. He said the design for a public transit system could be required as part of the design for selected projects. He said the City and County need to have a centralized focused discussion regarding transit.

Committee Member Duncan said the North and South recreation parking projects are useless without a transit system. He said it will force people to park their trailers and unhitch their vehicles to come into town. He said alternative transportation needs to be provided if those projects are selected.

Committee Member Jones agreed that funding transit with Hotspot funds is not viable. He said the transportation planning group may include a transit series of projects that will ultimately support a well-designed transit system. He said this Committee should choose other projects that support transit and other transportation alternatives.

Committee Member Guzman-Newton said the three-quarters of a million dollars in maintenance costs is for a large-scale transit system like Springdale has. She agreed with Committee Member Duncan that Moab should consider a small-scale system. She agreed with Committee Chair Wells that transit designs should be included in the selected projects.

Committee Chair Wells said that, if transit were selected and pursued by this committee, it would be unfortunate if the Regional Transportation Plan Stakeholders Group determined that a larger-scale transportation system was feasible in the future.

Committee Member Hawks said she would prefer a feasibility study prior to pursuing the North and South recreation parking lots. UDOT Region 4 Deputy Director Aldridge said UDOT would like some level of confidence that constructed facilities would be utilized.

Committee Member Shannon said a simple transit system could be integrated into the Main Street improvements project. Committee Member Duncan said Mexico has a system that's a cross between a taxi and a bus system.

Assistant City Manager Castle said the direction from UDOT regarding pursuing transit is that the City and County will need to commit to a financing plan. She said the Committee is providing insight to UDOT, and UDOT will decide what to recommend to the Transportation Commission. Aldridge said a financial commitment from the governmental entities to operate the system for ten years would be required. He said a well-defined concept and a concept level estimate would be required by September 1. He said the design time could extend beyond that deadline. He said that, once a project is approved by the Transportation Commission, the design cost would be absorbed as part of the project costs from the Hotspot funding. Committee Member Guzman-Newton expressed concern regarding financial commitment from the City and County. She said Covid-19 has created more hardship financially and the City cannot commit funds at this time. Committee Member Duncan inquired if any projects on the list have affordable maintenance and operation costs. Committee Member Guzman-Newton mentioned that TRT tax funds could be used for transportation. Committee Chair Wells said the County and City Councils would need to make a budget decision to allocate TRT funds for transportation.

Community and Economic Development Director Levine said he has communicated with UDOT regarding the use of federal 5304 funds to conduct a transit study. He said the 5304 funds would be an 80/20 match. He said the study would cost around \$100,000. He said UDOT has verbally pledged to contribute \$5,000 to the local match requirement. He said if the City, County, and National Park Service each contributed \$5,000, the study could be funded. He said transit is still in the works even if it is not part of the Hotspot funding.

Presentation of Shared-Use Path Conceptual Design and Next Steps

Discussion: Levine shared a story map presentation for the Spanish Valley Path. He said the basic concept is to develop a shared multi-use pathway. He said it is 5½ miles from Mill Creek Drive intersection to the County line on Spanish Valley Drive, and another 2 miles to the Ken's Lake turnoff. He showed different path options and said the ideal option would be a separated pathway. He said there have been two open houses where public feedback has been solicited, an information packet for landowners that may be affected by this pathway, and Jones and DeMille Engineering has been contracted for the survey and design work. He said developers along Spanish Valley Drive are required to dedicate right-of-way to accommodate this pathway. He said this project is the closest to breaking ground on the list of projects. He said the cost estimate is around \$153 per linear foot. He said one goal is to pay back the developers who are bonding for constructing of their segments. He displayed the rights-of-way that would need purchased, either with a full buffer zone or not.

Committee Member Guzman-Newton said it is close to a 1,000 foot climb to bike towards Ken's Lake. She inquired if this path would get frequent use, have lighting, and permit e-bikes. Levine said the intent for the path design is to accommodate e-bikes.

Levine said this project meets the Hotspot funding criteria, because it will reduce the number of vehicle trips into the commercial business district. He said nearly a thousand residential units will be constructed and located South of the City limits in Spanish Valley. He said the path meets the recreation requirement of the Hotspot funding for both locals and tourists. He offered to share several documents with Committee members that illustrate the economic value. He supported Committee Member Jones' idea to fund the path to the highest density residential development in the South; the rest of the path could seek funding elsewhere to be completed.

Committee Chair Wells asked UDOT if this project meets the Hotspot criteria. Aldridge said discussion would be needed to make sure it meets the funding criteria. He said UDOT would need to discuss internally if the project achieves the intent of the funding. Committee Chair Wells inquired if this project would be acceptable on the reduced project list that the Committee determines. Aldridge said he would prefer this project to be included on the list. Levine said this project would not require the full \$10 million budget. Aldridge said the \$10 million was awarded based on the project concepts that were developed in the first iteration. He said the Committee can define projects which UDOT will present to the Transportation Commission to determine the amount of funding that will be allocated to the projects. He said there is opportunity to potentially acquire the original projects' amount, minus what has been spent to date. Committee Chair Wells asked Aldridge what the original projects were. Aldridge said dispersed parking, the downtown parking structure, and Main Street improvements were the original selected projects.

Committee Member Hawks requested confirmation regarding public engagement on this project. Levine said there have been two public open houses, the project has been discussed in multiple Planning Commission meetings, and meetings with individual stakeholders have taken

place. He said a steering committee has unofficially reached out to representatives of the different stakeholder groups.

Committee Member Clapper inquired if the shared-use path could combine with other potential projects. Levine said the South recreational parking lot could connect to the path. He said the next phases of developing an active transportation network will require connections to the East and West. Committee Member Clapper asked if a connection near Mill Creek and the future Utah State University campus is included in the path design. Levine said he has spoken with City Engineer Williams regarding initial ideas for that connection.

Project Identification: Discussion and Selection of Projects to be Evaluated for Hotspot Funding

Discussion: Committee Chair Wells reviewed the items on the Preliminary Arches Region Hotspot Project List 2020. Assistant City Manager Castle suggested the Committee focus on the project concept, and the details will be determined later as the Committee defines the selected projects. Committee Chair Wells finished reviewing the list of potential projects, then said Committee Member Jones could share his presentation prior to voting. Committee Member Duncan said he would like UDOT's perspective on the project list prior to voting as well.

Committee Member Jones elaborated on what Main Street improvements might look like. He said that he shared a list of five projects with Committee members. He said that he combined Main Street improvements and Main Street alternates into one project named "downtown improvements". He said the other projects on his list include the Spanish Valley path, dispersed parking, recreation parking, and Kane Creek Boulevard improvements. He said the City and the County have applied for grants to fund the Kane Creek improvements, and the grants should be awarded mid-May. He said that project should remain on the list until it is known if the grant funding has been secured. He showed a map that illustrated the Hotspot bypass project concepts. He said there is a lot of underdeveloped commercial land on 100 West. He said the highway access off Emma Boulevard could use funding, and there is also dispersed parking in that area which is still in development. He said the list of five projects are potentially fundable and meet the Hotspot criteria. He agreed with Committee Chair Wells that transit should be incorporated into the design of the selected projects.

Committee Member Duncan asked Committee Member Jones if his Main Street improvements project includes removing parking from Main Street and adding a bike lane. Committee Member Jones said no. He said the downtown plan proposal includes bulb outs at intersections and mid-streets. He said this will provide areas for bike parking and plants. Committee Member Duncan asked if the left turn lanes would be removed and have small medians in their place; he also asked if vehicles would be turning left from the left-hand Southbound lane. Committee Member Jones said that left turns would not be permitted on Main Street. He said this project, if selected, could be discussed in depth with UDOT and engineers.

Committee Chair Wells and Committee Member Jones attempted to incorporate the downtown improvements project into the Main Street improvements project. Aldridge said the paving of Minnie Lee and 100 West to create parking areas was considered by UDOT previously. He said it was not selected to move forward because it would not be appropriate to aid a City street for that purpose. He said UDOT's position on this project has not changed. Committee Chair Wells said the downtown improvements items would not be added to the Main Street improvements project prior to voting.

Committee Member Clapper asked if the paving project was repaving or creating a new road.

Aldridge said it was a new road that would provide access to US-191 which was in the initial design of the North widening project. He said it was determined that the City did not want that connection, so UDOT pulled it from the project design. Committee Member Duncan said the proposed parking lots on Emma Boulevard are difficult to negotiate.

Committee Member Duncan asked Aldridge if there were any concerns regarding the downtown improvements project. Aldridge said the bulb outs and lower speed limit are concerning because of the effects on congestion. He said that, during congested periods, the average speed on Main Street is about 19 miles an hour. He said the medians and limiting of left turns will improve capacity and help with congestion. He said the bulb outs also create difficulty for recreational vehicles and trucks pulling trailers that attempt to make right turns.

Committee Chair Wells said the Main Street improvements and the dispersed parking projects work together. He said that, if both projects are selected, it creates a different scenario. Aldridge said the types of parking at the ball field, City Hall, and the County building are great solutions for off-Main Street parking. He agreed with Committee Chair Wells that both projects working together could be beneficial.

Committee Chair Wells asked Aldridge if the Committee could vote on the projects and then he could provide input if any of the selected projects raise red flags. Aldridge said that sounds good. Committee Chair Wells said that each Committee member will state his/her top four projects. Committee Member Clapper said the City and County might have pet projects, and he asked Committee Member Shannon what the Downtown Alliance is interested in seeing. Committee Member Shannon said it has been difficult to get 100% feedback due to the COVID-19 environment right now. He said he has received feedback regarding Main Street uniformity and reducing friction. He said the public opinion on parking meters is split down the middle. He said the timed parking and getting trailers off Main Street will create a better environment. Committee Chair Wells asked if the Downtown Alliance supports off-Main Street parking. Committee Member Shannon said everyone is on board with that idea.

Committee Member Duncan pointed out that dispersed parking has been mired in complexities and may be difficult to implement in the given time frame. Committee Chair Wells said the off-Main Street parking does not necessitate the use of private property.

Committee Member Shannon said Main Street improvements and dispersed parking are the projects he would like to move forward. Committee Member Hawks said the Main Street improvements cannot be achieved without dispersed parking. She said dispersed parking, Main Street improvements, shared-use path and bike share are her top four projects. Committee Member Jones said Kane Creek Boulevard, Main Street improvements, dispersed parking, and shared-use path are his top four projects. Committee Member Duncan said shared-use path to Kirby Lane, South recreation parking, North recreation parking, and dispersed parking are his top four projects. Committee Member Guzman-Newton said dispersed parking, Main Street improvements, transit, and South recreation parking are her top four projects. Committee Member Clapper said shared-use path, off-Main parking (i.e. dispersed parking), South recreation parking, and Main Street improvements are his top four projects. Committee Chair Wells said dispersed parking, Main Street improvements, shared-use path, and bike share are his top four projects. Assistant City Manager said the top four projects, based on the votes, are: dispersed parking, Main Street improvements, shared-use path, and South recreation parking. Committee Member Clapper reiterated that transit design should be included in the selected project concepts. Aldridge said the four selected projects are something that UDOT can work with. He said the Main Street improvements will require a lot of work to meet the criteria of the

funding. He said certain types of Main Street improvements will hinder capacity and increase congestion; however, having the dispersed parking coupled with the Main Street improvements is workable. He said he agrees with including the opportunity to facilitate transit in the project designs, because it will help with future needs.

Scheduling the Next Meeting

Committee Chair Wells proposed meeting weekly. Assistant City Manager Castle suggested a meeting with UDOT on Friday to evaluate the selected projects. County Community and Economic Development Director Zacharia Levine said the project cost estimates and conceptualization is going to fall on City and County staff this time around. Committee Chair Wells said the meeting on Friday could include City and County staff. He confirmed with Assistant City Manager Castle that the meeting on Friday would not be a Committee meeting. He proposed May 13 at 1 PM for the next regular Committee meeting. Aldridge said he is available from 2 PM-4 PM. Committee Chair Wells adjusted the time on May 13 to 2 PM-4 PM.

Adjournment: Committee Chair Wells adjourned the meeting at 3:23 PM.