WHY CANCEL THE DOWNTOWN PARKING STRUCTURE?

• Let’s first review 2017 UDOT Arches Hotspot $10M Program
  • Who sat on committee that created it?
    - Two City Council members
    - Two County Council member
    - City staff
    - Two downtown business owners with property near DPS
  • What’s happened so far?
  • What do we want a future downtown Moab to look like?
  • To that end, what would be a better use of Hotspot funds?
So how goes the 2017 UDOT Arches Hotspot $10M program?

- Not particularly well so far
- The first two priorities (Bypass & Main St) never happened
- The third priority (Downtown Parking Structure) consumes most funding
- Remaining possible expansions mired in land owner concerns
- Remaining priorities not funded
PRIORITY #1 – THE BYPASS.

- Hotspot funding provided a conceptual study (only)
- Due to excessive cost and time line,
- - no further consideration under Hotspot funding
- Interest nonetheless remains
Priority #2 - Main Street Improvements
• UDOT owns Main Street
• Pulling Main St. parking (320 cars) overwhelmingly rejected by merchants
• If future garage replaces lost parking:
  • It’s an incentive to possibly pull on-street parking
Priority #4 - East Parking Structure
• This is the MIC lot.
• Not funded

Priority #8 – South Rec Parking
• Near 191 S of town
• < 100 oversize vehicles, loc undefined
• Not funded

Priority #9 - North Rec Parking
• Near 191 N of town
• < 100 oversize vehicles, loc undefined
• Not funded

Priority #10 - Bike Share
• Public owned rent-a- (e-) bike station(s)
• Loc’s not defined
• Not funded

Priority #11 - Kane Creek Blvd
• Widen the 3 mi portion S and W of 500W
• Not funded
Priority #6 – (Downtown) Dispersed Parking

- $1.7M allocated
- A work in progress
It’s a great time to visualize the future

• What do we want our town to look like in years to come?
  • What visitors and residents say is “Like it used to be”
  • Funky, rural, small, uncrowded
  • See our spectacular rim
Is the town in danger of becoming -
• The urban area visitors and residents left to come here?
• Stop and go traffic
• Too commercialized
• Too many people
• High rise buildings that block the view
• Can’t find a place to park

Everything is a trade
• You can’t go around Moab
• We have choices!
• Quantity or Quality?
Priority #3 - West (Downtown) Parking Structure

- Intended to replace 320 lost Main St. parking that didn’t happen.
  - Provides only 250 spots
- At $7.5 or $8.3 or $10M, it consumes the vast bulk of $10M Hotspot funding
- Grown for cost reasons to four stories above ground, 42’ high, blocks viewshed
- A boon for a few businesses within 600’, little for all others.
- The underlying lot is rarely full
  - Likely to be a loss center whether paid parking or free
- Can’t accommodate over-size (long) vehicles
- Requires signing for motorists to find
- Located in an already congested area
IF NOT A PARKING GARAGE, THEN WHAT?

- A lot of ideas have been brainstormed – this is healthy
  - Nothing is set in stone, nothing decided
  - Collaborative effort with wide public participation
- Two concepts are widely supported that have synergy with each other
  - **Widely dispersed parking**
    - Critically needed for oversized vehicles
  - A **regional (valley-wide) transportation system**
    - Has been advocated and discussed for years
- Both concepts distribute public funds over a broad region
- We have 6 months to create concepts and an operating plan
- This is a higher and better use than a single parking garage
How to encourage shuttle use?

- They won’t if it’s easy to drive & park for free
- They will if:
  - It’s congested, and the shuttle can get them downtown quicker
  - If it’s free and downtown parking isn’t
  - If it runs frequently, or
  - If it can be called and arrive quickly
  - If it’s fun, can see something new
  - If it introduces them to cool, environmentally clean transportation, eg electric vehicles, bikes
How to operate a shuttle system for what we can afford?

• Keep expenses under control
  • For visitors:
    • Run it only during high season
    • Run it only in benign spring/summer/fall weather
  • For residents
    Make annual pass affordable

• Find revenue sources
  • Hotels contribute in lieu of private shuttle(s)
  • Solicit other funding sources – ie TRT, state, federal grants
  • If parking meters used, divert some fraction to shuttle