Main Street Improvement Concepts
Prepared by Kalen Jones

The yet-to-be-approved downtown plan has a recommendation for Main Street streetscape improvements in the core which is a hybrid of what I hear business wants, and UDOT wants. 

In summary:

- Eliminate center lane and left turns
- Add median strip of less than full lane width
- Use that gained 2’ to add 2’ sidewalk on the west side
- Add substantial bulbouts at all intersections. These correspond roughly with the areas which are already no parking.
- UDOT version of Main Streets improvements used the additional width to add bike lanes. Seems like it could be a topic of discussion or study what the best usage of the limited width is. As it is now I, as a sample bicyclist, don’t mind walking my bike, at most half a block, from the nearest side street to a mid-block destination. What can be more annoying is the lack of bike racks, and space there for.
- Mid-block bulbouts. The proposed plan view just shows them adjacent to the one driveway in the sample street. Perhaps locate them more mid-block, and on both sides, for better distribution of amenities throughout the block.

Questions for UDOT:

- Can the proposed projects be considered as a whole package, and scored as such? In other words, if most of the money isn’t going to the DPS, but instead to a number of smaller projects, do they all have to meet the same scoring standard? Or can some of them address congestion better, some economic development?
- If so, could the scoring be cost weighted?
- Would it be a worthwhile exercise to score the package against the DPS?
- Would added friction (UDOT’s concern) slow traffic below the speed limit measurably, or just reduce speeds to the limit and reduce running reds as the lights change?
- The downtown plan suggested: The current speed limit on Main Street is 30 mph. Residents have expressed concerns about that speed limit and suggested potentially lowering it to 25 mph, congruent with a more relaxed downtown feel. It would still require coordination with UDOT to explore the change and to ensure that the appropriate levels of service are maintained. Before changing a speed limit, UDOT conducts a speed study to measure the 85th percentile speed and typically changes the speed limit accordingly. To meet this community goal, it is recommended that the City of Moab work with the UDOT Region 4 representatives to complete the required analysis for speed limit reduction. As far as I know, speed limit is still 30, but I could have missed the change. This might be something to pursue concurrently if it hasn’t already.