5/7/2020 - Vet Moab Hot Spot Ideas for Main Street

1. Governing Principles
   a. UDOT wants to engage the Community to find innovative solutions.
   b. Overall Projects Needs to Meet the Criteria Established by the Legislature for evaluation.
      i. Net effect needs to reduce congestion, improve tourism and economic opportunities.
      1. Each individual element does not need to be a net positive as long as the overall is a net positive.
   c. Travel Lanes cannot be compromised with any solution
      i. They are already at 11’ which is the minimum we are comfortable living with.
   d. How do we quantify the benefits of any proposal?
      i. We need to find some way to quantify the benefits of any proposal with regards to the criteria set forth by the commission.
      1. Jeff brought up that there is a vissim model out there that may be used to possibly help quantify some of the benefits of proposals.
         a. Jeff will do some research on where this is at and what it would actually take to model.
   e. Main Street Bike Route
      i. Locals vs. Tourist Uses
         1. Bike share program would increase bikes on Main Street
         2. Main Street is not bike friendly
         3. Want a Tourist or local focus for biking in Moab

2. Intersection Bulb Outs
   a. Pros
      i. Possibly reduce ped timing at intersections.
      ii. Opportunity for landscaping enhancements
      iii. Opportunity for bike racks / parking / pedestrian benches.
   b. Cons
      i. Could occupy space if the City every wants to go with bike lanes.
      ii. Trees can block store fronts.
      iii. Tracking for right-turns is more difficult and can add friction / congestion.

3. Mid-Block Bulb Outs
   a. Pros
      i. Mid-Block bulb outs would actually eliminate some parking which is positive to reduce friction.
      ii. Opportunity for landscaping enhancements
      iii. Opportunity for bike racks / parking / pedestrian benches.
      iv. More welcoming downtown area encourages people to linger and possibly increase economic activity.
   b. Cons
i. Could occupy space needed for a shuttle stop.
ii. Could occupy space if the City every wants to go with bike lanes.
iii. May encourage mid-block crossings
iv. Mid-Block bulb outs would actually eliminate some parking which is positive to reduce friction.

4. Center Median
   a. Pros
      i. Improved flow and less congestion
      ii. Reduced mid block turning movements
      iii. Safety increased
      iv. Possibility for enhancements and landscaping
   b. Con
      i. Narrow center lane in Moab. Difficult to develop the left-turn pocket.

5. Eliminate Left Turns in Downtown
   a. Pros
      i. Would improve throughput.
      ii. Possible improve bike accessibility for downtown
   b. Cons
      i. Makes it more difficult for visitors to get to where they want to be.
      ii. Possibly cause more congestion on side streets
      iii. More traffic on side streets could increase cycle lengths.

6. Mid-Block Crossings for Pedestrians - This one is a non-starter.
   a. Pros
      i. More pedestrian friendly
   b. Cons
      i. Increases congestion
      ii. Does not meet UDOT policy

7. Expanding sidewalk on the West side of the highway
   a. Pros
      i. More pedestrian friendly.
   b. Cons
      i. Would reduce the width for parking
      ii. Increases friction / congestion as parked vehicles have an impact on
      iii. Would reduce pavement width and usable area for traffic.