

WHAT IS THE PAUL S. SARBANES "TRANSIT IN PARKS" PROGRAM?

The Paul S. Sarbanes Transit in Parks (Transit in Parks) Program is a federal financial assistance program that annually awards grants to carry out projects that provide alternative transportation (bus, rail, or other conveyance including facilities for pedestrians, bicycles, and watercraft) in national parks and public lands.

WHAT IS THE PAUL S. SARBANES "TRANSIT IN PARKS" TECHNICAL ASSISTANCE CENTER (TAC)?

The Paul S. Sarbanes Transit in Parks Technical Assistance Center (TAC) provides information, training, and technical support on alternative transportation systems (ATS) for federal land managers. Specific services include person-to-person technical liaisons, a Help Desk (helpdesk@triptac.org or 877-704-5292) and website (www.triptac.org), training workshops, a peer mentoring program, and an online system to help public land managers find documents, technical manuals and other resources.

WHAT IS A CASE STUDY?

To expand knowledge about outstanding ATS projects in parks and public lands, the TAC is assembling a set of case studies. Each case study highlights successes experienced and examines lessons learned by land management units. Studies describe the transportation challenge, ATS solution and the steps taken to reach a successful outcome. They pay special attention to the characteristics of successful partnerships, such as those between a public land unit, local friends groups, and non-profit organizations.

THIS DOCUMENT WAS AUTHORED BY

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THE FULL CASE STUDY CAN BE FOUND AT

www.triptac.org/ResourceLibrary/TACPublications/Default.html

www.triptac.org
helpdesk@triptac.org (877) 704-5292



Paul S. Sarbanes
Transit In Parks

Technical Assistance Center

UNDERSTANDING

RESOURCES

SOLUTIONS

Partnership Case Study

North Moab Recreation Areas Alternative Transportation Project

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EXECUTIVE SUMMARY

The North Moab Recreation Area is located in the City of Moab, Grand County, Utah. Tourism is Grand County economy's most important resource. Many of Moab's 2.5 million visitors come because of ample opportunities to bike and hike. However, due to the lack of safe, viable alternative transportation opportunities, visitors must drive to their desired destinations. Growing visitation and congestion on the local highways have created safety issues for both drivers and cyclists.

The North Moab Recreation Areas Alternative Transportation Project (NMRA) is an integrated motorized and non-motorized transit system that includes two transit hubs served by private shuttle businesses, 42.5 miles of bike paths and lanes, and a bicycle/pedestrian bridge across the Colorado River. This project is an example of a partnership between several agencies and organizations.

The transportation facilities developed through this project are expected to receive about 500,000 annual visits (based upon 2.5 million total visits to the Moab area) and alleviate at least 20% of the area's traffic congestion. The NMRA grew out of these needs, with a goal to create a system of continuous bike lanes and/or non-motorized multi-use paths connecting Moab with State Route (S.R.) 128, State Highway (S.H.) 191, Arches and Canyonlands National Parks, Dead Horse State Park, and the thousands of acres of surrounding Bureau of Land Management (BLM) public lands. The NMRA system will consist of the Moab Canyon Trail along S.H. 191 and the Colorado Riverway Trail along S.R. 128, as well as two transit hubs: the Arches National Park Transit Hub and the Lions Park Trail and Transit Hub, where the bike paths intersect and cross the Colorado River via a bicycle/pedestrian bridge. The Arches National Park Transit Hub, Colorado Riverway Bridge, and the Porcupine Rim trail S.R. 128 underpass are complete. Bicyclists and pedestrians will eventually be able to access about four miles of the Colorado River on multi-use paths, which will provide a safe route back to Moab. The popular Porcupine Rim mountain bike trail will safely route bicyclists under S.R. 128 as part of the Colorado Riverway Trail, rather than directly onto the roadway.

The project's many partners and private donors include:

- Bikes Belong
- Bureau of Land Management
- Federal Transit Administration
- Grand County and its agencies
- Lions Club
- Moab City
- Moab Trails Alliance
- National Park Service
- Trail Mix
- Utah Department of Transportation

All local land agencies have been involved in the project due to the vast amount of public lands in the area; the majority of the land in Grand County is Federal and state managed. Monthly meetings among stakeholders, since 2000 through an organization called Trail Mix, have made an immense contribution to this project's success. Trail Mix was formed in 1999 and includes all area land managers and representatives of different types of recreational users. Trail Mix monthly meetings have proven a productive forum to discuss non-motorized trail issues, set priorities, and schedule work. These meetings continue to offer a setting where all stakeholders can come together to resolve issues on a regular basis. Grand County sanctions and an annual sponsorship of \$10,000 provide support and legitimacy to Trail Mix, which helps keep the group intact.

LESSONS LEARNED

- Identify a unifying goal among partners.
- Create a master plan.
- Collect supporting data.
- Use technical expertise and resources within the partner agencies as often as possible.
- Identify a project champion and delegate tasks to multiple individuals if necessary.
- When creating a project cost estimate, always overestimate, especially if project development is long-term.
- Seek multiple sources of funding to help persuade agencies to become involved.
- Create a meeting environment that fosters respect.
- Keep lines of communication open and represent all interests; bring all the partners together.
- Use public involvement mechanisms to secure community support.
- Coordinate efficient trail maintenance.
- Provide a forum for resolving trail misuse and enforcing rules.
- Establish a proven record of success.

WHAT'S NEXT?

The partners continue to meet to carry the project forward through Trail Mix. Future partnership activities will focus on project maintenance and identifying issues that need to be resolved.