



PROVO MUNICIPAL COUNCIL

Joint Meeting of Provo Municipal Council with Transportation & Mobility Advisory Committee

11:00 AM, Tuesday, November 14, 2017
Room 310, City Conference Room
351 West Center Street, Provo, UT 84601

Agenda ([0:00:00](#))

Roll Call

The following elected officials and Transportation & Mobility Advisory Committee members were present:

Council Chair David Sewell, Acting Mayor	Ben Markham, TMAC
Council Vice-Chair David Knecht, conducting	Laurie Urquiaga, TMAC
Council member Kim Santiago	Deon Turley, TMAC
Council member Gary Winterton	Dave Decker, Public Works Director
Council member David Harding	Dave Graves, Engineering Division Director
Council member George Stewart, arrived 11:44 AM	Gary McGinn, Community Development Director
Wayne Parker, CAO	Bill Peperone, Community Development Asst. Director
Cliff Strachan, Council Executive Director	Additional staff support was also present.

Excused: Council member Kay Van Buren, TMAC Members: Sherrie Hall Everett, Anna Lim, David Arnold, Mitsuru Saito (Chair)

The prayer was offered by Jared Penrod, Engineer.

1. A discussion on a Complete Streets policy ([0:02:01](#))

Austin Corry, Planner, introduced the discussion on complete streets. Rather than reference to a specific standard or cross-section, 'complete streets' is more accurately a holistic approach to policy development and implementation for transportation planning in general. It may incorporate certain kinds of approaches to street design and allocations of right-of-way space, as well as direct how those decisions are made during transportation planning in the City. Mr. Corry introduced the draft policy and recommendations which TMAC have proposed as to how the City could be more forward-thinking in transportation planning.

Ben Markham, TMAC member, led the discussion. Changes to the street usually stay in place for about 30-50 years. TMAC members recognize that not every street can be everything for everybody, but the system as a whole needs overlapping networks such that cyclists, pedestrians, and cars can all reach their respective destinations safely. Many cities are working towards these goals and policies to encourage and foster overlapping networks that are efficient, safe, aesthetically pleasing, etc. for all users. The Committee would like to develop a measure to help developers evaluate how they did with addressing these kinds of needs.

TMAC members and staff shared comments and answered questions from Council members about complete streets and other initiatives of the Committee:

- Deon Turley, TMAC member, shared their vision of having context for a particular neighborhood or region, and taking into consideration how transportation amenities are best used and what needs exist.
- Laurie Urquiaga, TMAC member, shared the committee's vision of complete streets: looking contextually and designing streetscapes—an attractive, safe place for lots of different users.

- Ben Markham, TMAC Chair, noted that design of transportation systems within the city has a tremendous impact on physical health of residents—allowing more bicyclists, pedestrians, parents with strollers, etc. is beneficial. Provo has a great opportunity to make integrated changes are areas experience redevelopment. Mr. Markham encouraged policymakers to not use affordability as the only deciding factor—performance is an important factor too.
- Ms. Turley observed how street design can reduce the need for enforcement—if wide, long streets have a low speed limit, it is likely no one will follow it, but behavior can be shaped by the design and make things safer and used the way they are intended and how would be best for the City.
- Committee members shared ideas for how to implement complete streets policies, including creating a complete streets committee to review development proposals/projects and establishing complete streets standards or policies. Standards designated in the draft policy represent some of those the committee sees as forward-thinking and supporting the vision they have identified in this policy draft. These standards function as a toolbox, allowing creativity by providing ideas and options depending on the end goal of the developer, rather than a prescriptive set of exact rules. The Engineering and Planning divisions were present for these discussions, but Council members suggested involving the Planning Commission in the review of these standards.
- Integration with neighborhood plans, the General Plan, and the Transportation Master Plan will help further successful implementation of complete streets policies. Dave Graves, Engineering Division Director, explained that Engineering is working on a rewrite of the Transportation Master Plan and they intend to coordinate with the consultant to involve TMAC in the process.
- Many developers do well with connectivity within a development, but connectivity between developments is often lacking. Designing with complete streets principles in mind can help to create a better and more connected network across the board.

Council member David Knecht suggested doing more to educate neighborhood chairs about complete streets and involve the neighborhood in the discussion of what is involved in complete streets. Council member David Harding recalled that at a previous meeting with TMAC, the committee had shared a work list of their current projects and focus—he asked whether there were a current list and expressed he would love to have a copy. Mr. Harding acknowledged the committee members’ dedication, work, and their contributions to the community.

Adjournment

Adjourned by unanimous consent.