

TMAC – January 15, 2019 Minutes

In Attendance:

- *TMAC Members:* Clancy Black, Laureen Urquiaga, Deborah Jensen
- *Staff:* Gary McGinn, Bill Peperone, Aaron Ardmore, Brian Maxfield, David Graves, David Day, David Decker, Shane Winters, Jared Penrod, Austin Taylor

Item 1 – Downtown Provo Inc. (Quinn Peterson):

- UVX now prevents left turns onto Center Street from northbound University Ave.
- Center Street speed limits not followed, makes parking difficult.
- Quinn proposes to push thru-traffic to 100 North to create better access to I-15, allow drivers to see large parking areas for downtown, and improve conditions on Center Street.
- As part of this proposal, the east-west lights on 100 North should get priority.
- Engineering stated that they will be working on re-timing the downtown lights in February with UDOT.
- Would still need to work out wayfinding signage, route back to Center Street for I-15 access, and possibility of bike lanes.

Item 2 – Parking Vision (Austin Taylor):

- Downtown Parking
 - o There is an abundance of parking, but most citizens are unaware of where to find those spaces.
 - o 25% of downtown land use is parking, a high cost to the City.
- There are solutions to the parking problem downtown:
 - o Maps and signage in the approved wayfinding program.
 - o A new parking map at provo.org/parkingmap for the public.
 - o Initiating a metered on-street parking program.
 - o Encourage other modes of travel.
- Joaquin On-Street Parking
 - o Problem with parking in front of sidewalk access, driveways, or too close to intersections.
 - o Too many cars parking on streets.
- Solutions for Joaquin include:
 - o Permit program.
 - o Shared parking for off-hours lots.
 - o Encourage other modes.
- Policy Change for City-Wide Parking Requirements
 - o Eliminate minimum off-street parking standards.
 - o Provide more efficient land-use.
 - o Allow the developer and market to determine what is best.
 - o Create a better and more attractive place.
 - o Save the City and taxpayers money by better utilization of parking facilities.
 - o Provide a better quality of life by creating a more walkable neighborhood.

Item 3 – Transportation Master Plan Update – Street Cross Sections:

- Engineering presented possible new cross-sections for Provo streets:
 - o Local road right-of-ways would be 64 feet wide.
 - o Collector road right-of-ways would be 78 feet wide.
 - o Arterial road right-of-ways would be 124 feet wide.
 - o Concerns that the right-of-ways are too large, would take 30% of new developments, making affordability difficult.
 - o Conversation on where these new standards would be applied, that local streets should be built for the neighborhoods, and that the cross-sections shown are more for thru-traffic.
 - o Idea from TMAC that the landscape buffers should be larger for collectors/arterials, not smaller than local roads.
 - o Concerns about lane widths not being shown, that the right-of-ways don't need to be so large.
 - o Engineering stated that the pavement width would be set, and there would be options within that to do what is wanted.
 - o Engineering stated that bulbouts are standard now and will always be installed.
 - o TMAC members want this item to come back to them to see current standards side-by-side with proposed standards.

Next Meeting: General Plan Update, Transportation Master Plan Update.