

TMAC Notes

February 12, 2020, 12:30pm

Provo City Community and Neighborhood Services Conference Room

In Attendance:

- TMAC Members: Joy McMurray, Mitsuru Saito, Clancy Black, James Hamula
- Staff: Austin Taylor, Shane Winters, David Graves, David Day, Robert Mills
- Others: David Shipley(Municipal Council Rep) Rob Slater (representing BikeWalk Provo)

Item One

- Joy moved to select Clancy Black as chair of TMAC; Jim seconded; unanimous
- Mitsuru moved to select Joy as vice chair of TMAC; Jim seconded; unanimous

Item Two

- Austin talked about sections in city code that address the Center Street Pedestrian Mall. Section 9.30 has the bulk of the policies.
- David Graves said that there is not an alternative street suggested for drivers to take in that section of code.
- Public Works engineers conducted a count of cars driving on the Center Street Pedestrian Mall, They found an average of 23,000 cars per day. This count was taken during reconstruction of 500 W while the closest east/west crossings of 500 W were at 800 North and 300 South.
- James likes sending a general policy recommendation to City Council but also thinks that they should send something more tangible. He thinks TMAC should develop a plan that would move toward implementation.
- Joy thinks that Center Street's classification as a pedestrian mall limits east/west mobility by car.
- James thinks that they should make a recommendation for city council to order staff to study the street more to determine what to do with it.
- James suggests that the city should make small changes now to reduce automobile speed and volume and work on long-term solutions to implement Center Street Pedestrian Mall policies.
- TMAC members worked through a recommendation
- Clancy moved to send the recommendation to city council; Mitsuru seconded; unanimous.

Item Three

- Shane Winters said that Public Works has brought the Transportation Master Plan to TMAC nine times for discussion and hopes to pass it through Planning Commission and City Council soon.
- Clancy said that he has concerns that still have not been addressed.

- Shane told Clancy to send those concerns to the Planning Commission in preparation for their review.

Item Four

- Parametrix held an open house about railroad crossings for Public Works.
- Shane said the event had good attendance and presented only data—no proposals for overpasses
- Parametrix is looking at the public comment from that meeting

Item Five

- Postponed for a future meeting

Attachment: Motions made by TMAC members during the meeting which will be forwarded on to the Municipal Council.

Next meeting: Tuesday, March 10, 2020, 12:30pm, Provo City Community and Neighborhood Services Conference Room

Transportation Master Plan

The Transportation and Mobility Advisory Committee forwards a positive recommendation of the draft Transportation Master Plan. We specifically call attention to the following two items:

2200/2230 North Project

Due to the potential impact to city-wide mobility and the local neighborhood significant discussion was had regarding a proposed project on 2200/2230 North. The following key points summarize our findings:

1. This is a critical corridor for east-west mobility
2. A widening project would likely have significant impact to the existing neighborhood
3. The 2040 no-build model does not show deterioration in level of service from existing conditions.
4. Existing observed concerns relate to vehicle speed, side-street congestion (vehicles turning onto 2200/2230 North) and safety of motorists and vulnerable users.
5. University Parkway is a viable, though less convenient, alternative route.

Based on these findings TMAC determined that a project is needed but a widening project does not appear to be the ideal solution. The Transportation Master Plan was therefore updated to show the project as “Safety and Capacity Improvements”. Further study will be required to determine the actual scope of improvements. We believe this is the best path forward that addresses mobility for all users in a context-sensitive way.

800/820 North

After review of the data we determined the Phase I improvements to 800 North between 500 West and University Avenue are important to mobility within the City. Phase 2 improvements to 800/820 North west of 500 West warrants further evaluation. This project is in Phase II of the plan providing time for additional study.

Center Street

Center Street warrants further consideration. TMAC has provided a separate recommendation regarding these issues.

Active Transportation

The Transportation Master Plan provides significant guidance regarding the active transportation network, recommended amenities, and proposed projects. Including this as part of the Transportation Master Plan, rather than a separate document, is an important step toward appropriately prioritizing all travel modes. The plan includes dozens of proposed improvements but there are still no reliable funding sources for these improvements. After the plan is adopted we urge the Council to prioritize identification of existing and new funding to address these needs.

Center Street

The Transportation and Mobility Advisory Committee recommends that Provo Municipal Council place renewed emphasis on policies related to downtown Center Street as a pedestrian mall. Chapter 9.30 of the Provo City Code defines the city's current and future vision for Center Street. These policies are supported by the downtown neighborhood and business community. As such, we recommend the City more aggressively pursue changes in support of these policies. We recommend the following actions:

1. Emphasize that Center Street is a destination, not a thoroughfare
2. Implement traffic calming measures to slow vehicles down as they enter and travel through the downtown Center Street area.
3. Operational changes to incentivize use of alternative routes for east-west mobility.
4. Engage in further exploration regarding the following:
 - a. Overall east-west mobility in Provo, including but not limited to, the impact of future changes to 500 North and potentially a new I-15 interchange.
 - b. The future design of Center Street in terms of the pedestrian environment and traffic operations.

We would like to continue this discussion and have staff update TMAC with progress and ways that the TMAC can support these efforts.