

Provo City Transportation and Mobility Advisory Committee Minutes

June 9, 2020, 12:30pm

Online Meeting via Zoom

In Attendance

- TMAC Members: Joy McMurray, Mitsuru Saito, Clancy Black
- Staff: David Graves, Robert Mills, Gary McGinn, Javin Weaver, Shane Winters, David Day, Austin Taylor
- Guests: Councilor David Shipley, Jamin Rowan, Paul Evans

Item One, BikeWalk Provo Walking Tour

- Postponed to a future date when in-person meetings are possible

Item Two, Potential UVX Stop on 900 East

- Background
 - The original UVX plans included a BRT stop on 900 East near the BYU Creamery. UTA removed this stop at the request of Provo City because many residents called for its removal.
 - BYU is proposing a new music school building to be built in the parking lot immediately east of the law school. Now some residents of the surrounding neighborhoods are asking for that original UVX stop to be constructed to service this building and the community at large.
- Paul Evans – There BYU South and BYU North stops are one mile apart, which is a long gap considering most stops downtown and around BYU are a half-mile apart or less. This stop could be in the center of 900 East, on either end, or potentially near the roundabout immediately to the south of BYU's Wilkinson Student Center.
- Jamin Rowan – Some residents of the area have always been in support and some have always been in opposition. Support seems to be growing. Jamin and his neighbors have distributed a letter asking Provo City to have a UVX stop installed on 900 East. This letter has signatures from over 90 unique households in the neighborhoods east of BYU. He heard from young people and people with disabilities who are unable to drive and would love to use this service.
- Gary McGinn – There has not yet been coordination between BYU, Provo City, and UTA on constructing this stop. We're bringing this to TMAC now to see what your opinion of it is.
- Clancy – The 900 East UVX stop is needed.
- Mitsuru – I support the new stop. Building it on Campus lane could be easy because there is only one landowner: BYU. How will BYU replace the parking the music school removes?

- Joy – I support the new stop. She is on the Wasatch Elementary school community council and would like to bring this idea to them to see their thoughts. Originally some parents of Wasatch Elementary schoolchildren feared for the safety of their children near a bus stop.
- Jamin Rowan – One of the main concerns residents in the Wasatch neighborhood had with the 900 East UVX stop was the pressure to upzone their properties and build student housing.
- Joy – I remember there was also opposition to the idea of BRT in general. This may have calmed down now since UVX is now in service and they can talk clearly about a stop in specific.
- Clancy – Often people complain about traffic with new developments. This has great potential to reduce traffic.
- Robert Mills – I will reach out to BYU and UTA to discuss this project with them. I will also forward TMAC's positive recommendation to Planning Commission since the BYU Music School building will be discussed tomorrow.
- David Day – BYU generally supports the idea of the stop.

Item Three, Prioritizing Active Transportation Projects

- Clancy – I would like to create a scoring system we can use to prioritize certain active transportation projects from the Transportation Master Plan.
- Mitsuru – Does Engineering have an existing system for this?
- Dave Graves – No current scoring system; we aim to prioritize creating a connected network of routes
- David Day – Some projects get done sooner than others simply based off the street resurfacing schedule.
- Joy – Safety is more important than economic impact when deciding which active transportation projects to fund.
- Clancy – It's difficult to forecast the economic impact from certain transportation projects. It's important but not as high of a priority as safety.
- Joy – "Connectivity" means complete and connected routes within a certain area.
- Mitsuru – "Mobility" means complete and connected routes throughout the city; between areas.
- Dave Graves – TMAC is on the right track with this scoring system idea.
- Robert Mills – TMAC should remember that active transportation improvements are often done at the same time as street overlays to save money.