

TMAC Meeting Notes

October 13, 2020 @ 12:30pm

Online Meeting via Zoom

In Attendance

- TMAC Members: Joy McMurray, Mitsuru Saito, Clancy Black, Jim Hamula, and David Arnold
- Staff: Robert Mills, Gary McGinn, Shane Winters, David Day, Rob Hunter, Kristal Howarth, and Dixon Holmes
- Guests: Councilor David Shipley, Lauri Urquiaga, Aaron Skabelund, Rachel Whipple,

Prior to discussing the items on the agenda, Chair Black read a statement regarding the continued need for electronic meetings and the justification for holding the meeting via Zoom.

Item One, Presentation on 200 East Open Street Proposal - Aaron Skabelund

- Talked about the “ultimate vision” for transforming 200 East into a neighborhood Greenway.
- Open Streets proposal was the means to an end goal of the greenway.
- Invitation to participate in Bike Tour
- Desired Outcome is a “Low Stress Bicycle Facility which is different than a traditional paint-only facility.
- Improved:
 - Curb Extensions
 - Signs and pavement markings that designate 200 E as a bicycle boulevard
 - Neighborhood Traffic Circle
 - 200 E is now better connected to a wider network, but there are gaps
- Still lacking
 - Speed has decreased 1 MPH to 26 MPH
 - Traffic Circle area is still considered dangerous by users and E/W traffic is very fast
 - Better connections around BYU campus
- Recommended Solutions
 - Optional partial closure and “pinchpoints” at 500 N might be needed to reduce traffic volumes and reducing traffic speed
 - Possible use of median islands
 - Finish posting “no parking signs” on the diagonals at the end of the curb extensions
 - Make the traffic circle wider and apply reflective tape immediately
 - Keep building wider bike network and add wayfinding
- Final Requests
 - Open Street from 800 N to 300 S (As done in SLC)
 - Extend improvements through Maeser Neighborhood
 - Begin discussions with BYU to collaboratively address 800 N Intersection

Item 2 – Public Works’ Presentation on 200 East Update

- Narrowing the street is possible, but doing the entire block is expensive. They have decided to focus on the intersections to get more bang for the buck.
- 700 N Improvements
 - o No left turns
- 600 N No particular improvements
- 500 N
 - o Signalized intersection
 - o Bulb outs
 - o ADT = 2000, but need to bring speed down
- 400 N
 - o 24 – pavement between the bulb out
 - o This is an adopted standard
- 200 N
 - o PW recognizes that neighborhood circle should be more substantial
 - o Bus was used as project design vehicle
 - o Suggestion by Dave Arnold to use paint to make it bigger
- 100 N
 - o Will become arterial street
 - o Will be signalized
 - o Discussion on 100 N find TMAC intention to make Center Street a Destination

There was a discussion on possible challenges to moving traffic from Center Street to 100 North and the implications and impacts that will inevitably occur because of that.

Item 3 – Pedestrian Bridge at FrontRunner Station Update

- Shane showed proposed bridge location and future plans. One problem for the implementation is funding availability.
- Funding is available for the part of the bridge that goes over the tracks, but not the part that goes over the street.
- Need direction from TMAC on prioritization of projects.
- Shane gave three different options for CDBG projects: 200 East, FrontRunner Ped Bridge, and Franklin Neighborhood Improvements and asked for input on priorities.
- It would be helpful to know more information.
- More information will be presented at the next meeting and the TMAC members can be more prepared to prioritize.