

TMAC Meeting Notes

February 18, 2021 @ 12:00 pm

Online Meeting via Zoom

In Attendance

- TMAC Members: James Hamula, Joy McMurray, Mitsu Saito, David Arnold, Clancy Black, Laurie Urquiaga (Planning Commission Representative) left the meeting at 12:50, and Dave Harding (Council Representative) who left the meeting at 1 p.m.
- Staff: Robert Mills, Shane Winters, Rob Hunter, Javin Weaver, Melissa McNalley, and Kristal Howarth
- Guest: Lars Anderson

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 – Parks and recreation discussion of regional park.

- Consultant Lars Anderson presented on the regional sports park located in southwest Provo. Plans include creating the largest soccer complex in the western United States. It is anticipated the sports complex will generate a substantial amount of traffic.
- In 2025, the intersection at 2470 West and Lakeview Parkway is anticipated to fail without a traffic signal.
- Question about peak usage vs. typical from Joy McMurray. Regularly 10 fields are anticipated to be used. What seasons will fields be used? Heavily June, July, and August. Play will begin as early as March and April and as late as October. There is no plan to light the fields currently.
- Traffic count is anticipated to be 1800 cars per hour.
David Arnold expressed the desire of the neighborhood to have connectivity to the sports park and the trail system. The consultant stated the undeveloped portions of the park are intended to be designed for the neighborhood.

Item two – Evaluation Criteria for Center Street

- Discussion has been had with UDOT regarding signal timing, especially in the Downtown Area.
- Mr. Black would like to add to the discussions with UDOT. If this is to be a pedestrian corridor, we should make it a priority to give countdowns to pedestrians at the signals.
Shane Winters responded that the downside of the pedestrian countdown signals is vehicle stacking and increased pollution from the cars.
- Laurie Urquiaga voiced her support of making Center Street more pedestrian oriented and deter traffic where Center Street is not the destination.

Mr. Winters pointed out that North-South traffic still needs to be coordinated to move traffic through.

- Mr. Harding brought up the possibility of reducing the lanes on Center to one each way along the main downtown corridor from 500 West to 200 East. Shane Winters indicated that UDOT is willing to work with the City on these things.
- Mr. Black brought up doing a trial on the lane closures and citizen education prior to the closures.
- Mr. Black proposed combining items #2 and #8 on the TMAC Center Street Project Evaluation Criteria.
- Dr. Saito suggested grouping criteria by type and rewording #3 to encourage active transportation modes and escalating the importance of its safety.
- Shane Winters voiced that we need to be cognizant of the businesses and stakeholders downtown so that changes made do not adversely affect them.

Mr. Winters also pointed out that UDOT is starting an interchange study and that may help with some of the issues on Center Street and some changes could wait for another interchange to open.

- Robert Mills reminded the committee of their vision for Center Street and the pedestrian experience.
- Mr. Hamula brought up that the number 1 item on the discussion items should be the prioritization of pedestrians and their experience on Center Street. The number two focus should be the destination experience and the aesthetics of downtown.
- Committee members would like to see the list combined and reduced to 4 statements of criteria. (TMAC Center Street Project Evaluation Criteria)
- Jo McMurray had a question about active transportation, should there be a three-tier system separating pedestrians and other modes of transportation and cars?
- Mr. Black would like to have a lengthy discussion about bikes and other transportation and downtown during the next TMAC discussion.
- Rob Hunter brought up access for bikes and scooters on center street for members to think about for the next meeting. There are designated north-south areas for biking and pedestrian ways. There are points on 500 West and 300 West and 200 East. Just think about ways to accommodate bike and scooter traffic using the existing corridors.

- Clancy Black in the chat: The grouping of the priorities
1,3,6 Pedestrians prioritized while all modes are accommodated. Pedestrians feel safe and comfortable, vehicle speeds are actively managed to keep them at safe levels.

2&8

Enhances the destination experience and aesthetics of downtown. Allows people to meet and gather.

7 maintains and supports convenient access to businesses.