

TMAC Meeting Notes

March 18, 2021 @ 12:00 pm

Online Meeting via Zoom

In Attendance

- TMAC Members: James Hamula (left at 12:55 p.m.), Joy McMurray, David Arnold, Mitsu Saito, Clancy Black, Laurie Urquiaga (Planning Commission Representative) left the meeting at 12:55, and Dave Harding (Council Representative) who left the meeting at 1 p.m.
- Staff: Robert Mills, Shane Winters, Rob Hunter, Javin Weaver, Melissa McNalley, Gary McGinn, Dixon Holmes
- Guest: Rachel Whipple, Austin Taylor (executive director of Bikewalk Provo)

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 – Joaquin Parking Permit Program

Councilman Dave Harding – presented about the parking issues in the Joaquin neighborhood. Parking is a safety and environmental concern for the neighborhood. Parking solutions have been proposed for over 50 years in the Joaquin neighborhood and parking is still an issue. Based on staff studies, the parking in Joaquin off-street is at 79% capacity and on-street is at 73% capacity. Majority of parking problems in the neighborhood are due to the residents and not outside visitors. Recommending overnight parking for on-street parking with no permits. The prices of parking would vary according to demand and location.

Mr. Black – Likes the idea and is supportive of the proposal.

Mr. Saito – Asking for clarification on tracking the car after they have paid.

Mr. Harding – conceptually signs will be placed on the block face with QR codes and LPR will be used to enforce.

Mr. Saito – asking about budget for enforcement and people to do it.

Mr. Harding – Provo has enforcement staff as well as LPRs. The program will generate revenue that will be used for the enforcement.

Mr. McGinn – confirmed the software currently used for the LPRs is in place and that the revenue would cover the cost.

Mr. Arnold – asking for clarification on the data for overnight parking. Asked how data was collected to identify the bigger problem.

Mr. Harding – Stated that three areas during the day are a problem, but the biggest issue is overnight. The same approach for the charging of on-street during the day can be used for the problematic areas.

Mr. Arnold- how can we use what we have learned in Joaquin for downtown parking issues.

Mr. Harding – Some things still need to be worked out for downtown. This program will apply to downtown if it is found to work.

Ms. McMurray – how would you handle the pushback on the paid parking.

Mr. Harding – This holds landlords responsible for providing parking for their tenants. It shouldn't add costs to the students living in the neighborhoods.

Item two - Bicycle/Scooter traffic on Center Street

Mr. Taylor – making presentation. Brought up the dangers of crossing Center Street in Provo. Design changes were proposed in letter to Mayor. Volunteers interviewed people on Center street riding on the sidewalk (bikes and scooters).

Riders don't feel safe in the street, they feel intimidated.

What can they do to feel safe?

Riders want a space that is not in the street.

Recommendations to TMAC:

Put pedestrians first.

Slow cars down on Center

Make space for bikes and scooters.

Mr. Weaver – Center Street is heavily used with Scooters (heat maps showing data). Looking at a program that would slow scooters when in sidewalk areas to promote street riding over sidewalk.

Ms. Urquiaga – likes the car proposal and thinks it would be great to improve the active transportation in downtown Provo. Would like to move cars to one lane and create a barrier between the bike lane and the parking.

Mr. Black – high demand for bicycles and scooters on Center Street. Using the travel lane, some people feel unsafe. A commuter cyclist may feel safer than others in traffic.

Mr. Arnold – It appears the scooter traffic is as large as the bicycle traffic.

Mr. Weaver – 40K scooter trips (city-wide)

The question is posed is it safe to have scooters and cars and bikes all sharing the same lane at 15 MPH? The feeling is that yes, it is.

Mr. Saito – SLC has green lane for shared lane. The bikes and scooters can drive in the middle of the lane rather than on the side.

Mr. Winters – The bicycle lane has to actually be separated from the cars.

Mr. Saito – Why, Salt Lake can do this. Ask SLC, how this is working. 300 South in SLC.

SLC rejected this idea ultimately and the lanes are solely for bicycles now.

Is diagonal parking on Center Street going to create a safety issue because of backing out? If having the speeds low enough it should not be an issue.

Mr. Harding would like reverse diagonal parking and would like to revert drivers around center street, and it would alleviate several issues.

Suggesting taking out the median on Center Street to allow for bike lanes. We would trade parking spots for the lanes.

Mr. Hunter – sharing an idea on Center Street. 100 south has bike lanes on it already. This could be an east-west focal point for bicycles. 100 south does connect into 100 west which is an active transportation corridor.

We need to differentiate the commuter biker from the destination biker.

Item 3 Evaluation Criteria for Center Street

Next month have a vote on these criteria.

Item 4 – SW Area Active Transportation

Item bumped for next meeting

Mr. Black Adjourned meeting.