

TMAC Meeting Notes

August 19, 2021 @ 12:00 pm

Online Meeting via Zoom and In-Person at ComDev Conference Room

In Attendance

- TMAC Members: Clancy Black, Joy McMurray, Mitsu Saito, Jim Hamula, Laurie Urquiaga (Planning Commission Representative) left the meeting at 1 p.m., and Dave Harding (Council Representative)
- Staff: Rob Hunter, Melissa McNalley, Hannah Salzl, Kristal Howarth, Dixon Holmes, and Robert Mills
- Guest from Bike Walk Provo – Clark Pixton

Item One – Bike Walk Provo Presentation

Mr. Pixton presented about improvements that were made along Cougar Blvd. The reason for improvements along this road came about due to higher than number amount of crashes involving bike and vehicle along this road. The presentation is going over the improved safety rates along Cougar Blvd.

There are 335 trips per week involving bikes and scooters along this road between April 1, 2021 and August 18, 2021. The trips include both sides of the road. More data will be gathered in the fall and the spring which will include pedestrian usage as well as bikes and scooters.

The safety analysis: There is anecdotal evidence to support the feeling of increased security. Traffic incidents through comparable periods before 137 serious accidents or 7.4 per month and After 86 serious accidents or 4.6 per month. The after numbers are taken during the same time frame, but in a covid year, so data will need to continue to be gathered.

Mr. Hamula brought up the point of cost effectiveness of the project and how do we measure cost effectiveness. Bringing this question up in anticipation of future similar questions and how we answer them.

Mr. Pixton stated we should use the safety of active transportation and the overall effectiveness of the road safety to begin to measure. He also stated there are a lot of other ways to improve safety that are not as expensive as the Cougar Boulevard overhaul.

Mr. Black provided some information about the anticipated cost-effective return on the investment at 2.95 return.

Item 2-Continue Evaluation of Center Street Project List

Mr. Black reminded the committee that they are finishing the criteria today to hopefully send the list to DPI for review.

Contributes to the aesthetics of the destination and enhances the downtown experience.

Create leading pedestrian Interval (LPI) at intersections on Center Street –

0

Install “slow and MPH” paint markings on the street –

0

Paint bike “sharrows” in the outside lanes –

1

Install flashing “15 MPH Ahead” signs at 600 W and 200 E –

0

Install pedestrian mall signage -

1

Install entry arch –

2

Install high-visibility crosswalks –

1

Install “3-D” crosswalks (not recommended by FHWA)

0

Install rumble strips just after 500 W and 200 E –

0

Install protected left turns along detour route (i.e., 500W/100 N and 200 E/Center)

0

Improve lighting at mid-block crosswalks

2

Install rectangular rapid flashing beacons (RRFB) at mid-block crossings

-1

Install variable message signs

0

Install parklets or interim sidewalk widenings with movable planters in existing parking spots

1

Install signal at 400 W or 100 W –

0

Create parking-protected bike lane by converting angle parking to parallel –

1

Install “hawk” pedestrian signal at 400 W. –

-1

Install Chicanes

0

Construct median walkway for Center-parking access to crosswalks –

1.5

Install raised crosswalks at mid-block crossings and 500 W. –

2

Remove median parking to construct median plaza/linear park for dining, recreation etc. –

2

Convert all angle parking to parallel for more dining/pedestrian/recreation space –

2

Remove all parking for more dining/pedestrian/recreation space –

1

Raise intersections at 100 W, 300 W, and 400 W. –

2

Reduce the speed limit on University Ave and 500 W –

0

Change the surface material on Center Street –

1

Block traffic from entering Center Street from 100 W and 400 W extending median along middle right in/right out only –

.5

Remove one lane of traffic in each direction –

0

Realign Center St to 100 N @ 500 W and back to Center @200 E –

1

Completely close Center Street to vehicular traffic –

1

Block traffic from entering and exiting Center Street from 100 W and 400 W extending median along middle and create plaza area –

2

Uses Interim design strategies to demonstrate potential outcomes and incorporates phased design.

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Paint bike “sharrows” in the outside lanes –

1

Install flashing “15 MPH Ahead” signs at 600 W and 200 E –

1

Install pedestrian mall signage -

0

Install entry arch –

0

Install high-visibility crosswalks –

0

Install “3-D” crosswalks (not recommended by FHWA)

0

Install rumble strips just after 500 W and 200 E –

2

Install protected left turns along detour route (i.e., 500W/100 N and 200 E/Center)

1

Improve lighting at mid-block crosswalks

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Install rectangular rapid flashing beacons (RRFB) at mid-block crossings

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Install variable message signs

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Install parklets or interim sidewalk widenings with movable planters in existing parking spots

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Install signal at 400 W or 100 W –

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Realign Center St to 100 N @ 500 W and back to Center @200 E –

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Completely close Center Street to vehicular traffic –

2

Block traffic from entering and exiting Center Street from 100 W and 400 W extending median along middle and create plaza area –

2

Mr. Black requested the rating be sent to the group for everyone to review before sending it to DPI.

Meeting Adjourned.