TMAC Meeting Notes

September 16, 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, David Arnold, Laurie Urquiaga (Planning Commission Representative) left the meeting at 1 p.m., and Dave Harding (Council Representative)
- Staff: Bill Peperone, David Day, Shane Winters, Rob Hunter, Melissa McNalley, Kristal Howarth, Javin Weaver, Dixon Holmes, and Robert Mills
- Guest from Downtown Provo, Inc. (DPI) – Quinn Peterson

Item One – DPI feedback on Center Street Project List

Mr. Black invited feedback from Mr. Peterson and it was decided to go over the criteria together.

Mr. Black began discussing the removal of parking stalls and inviting feedback on levels of parking loss in the Center Street core.

Mr. Peterson suggested losing no parking as being the most desirable outcome and to turn some of the existing planters into outdoor seating/dining areas.

Mr. Black asked about aesthetics of outdoor seating and Mr. Peterson expressed that this is highly desirable. Mr Peterson stated that Center Street is the best location for any outdoor seating/dining.

Mr. Arnold asked about attempting to activate Center Street all the way to 500 West. Mr. Peterson stated that Center Street should be considered from 100 East all the way to 500 West. He also stated we should not focus on one specific area as economic growth will naturally happen with the redevelopment of the City Center block.

Discussion over the criteria: (criteria in black and any discussion in blue)

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

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

Paint bike “sharrows” in the outside lanes –

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

Install pedestrian mall signage –

Mr. Peterson brought up that this is a great idea as there is no place in the downtown area that signage is pedestrian centric. Signage is currently all designed for cars.

Install entry arch –

Install high-visibility crosswalks –

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

Install rumble strips just after 500 W and 200 E –

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

Mr. Peterson stated that businesses are comfortable losing this traffic that is headed through Center Street to travel to the freeway.

Improve lighting at mid-block crosswalks

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

Install variable message signs

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

Mr. Black suggested that this item be changed from interim to permanent parklets and score this item a zero. Mr. Peterson suggested the parklets replace planting areas. Mr. Black suggested the word “interim” be removed from this criterion. Members agreed that permanent parklets is more effective.

Install signal at 400 W or 100 W –

Members felt like this is a more car centric option. Mr. Winters pointed out that this can be made a pedestrian specific signal to make this a safer option for pedestrians. Mr. Black pointed out that looking at great pedestrian spaces as examples, there are no lights. This action would improve action for cars but not is necessary.

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

Install “hawk” pedestrian signal at 400 W. –

Install Chicanes -

Construct median walkway for Center-parking access to crosswalks –

Fear over sacrificing trees for this to take place. The safety factors high, but the cost of the removal of trees is detrimental. Mr. Winters stated that engineering can time the lights and make cars treat Center Street like a parking lot. The goal of this item is to create safe walking conditions after parking along Center Street. Slowing traffic will accomplish this without removing the median and the trees.

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

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

Mr. Peterson stated he loves this idea of this, but it would be easier to have seating and a park on the sidewalk side closer to businesses rather than in the median.

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

Mr. Peterson stated this would be good in some parts of downtown, but not all. It would be better in places with clusters of restaurants. Mr. Arnold suggested that the committee look at different parts of Center Street differently rather than the whole thing uniformly.

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

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

Reduce the speed limit on University Ave and 500 W –

Change the surface material on Center Street –

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

Remove one lane of traffic in each direction –

Not a favorite idea of the committee. Mr. Peterson stated this could be possible someday, but the community needs to be acclimated to the shutdown of the downtown space to pedestrians.

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

Completely close Center Street to vehicular traffic –

Mr. Black suggested we remove this item from the list altogether as it is not favored. There is a suggestion to close Center Street down throughout the weekend.

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

Mr. Black pointed out that this was rated high as it creates a pedestrian space. Mr. Peterson liked this idea and stated it's only a good idea if traffic is blocked with tables and humans.

Mr. Peterson wanted to add an item to the list to consider: Events downtown. More street closures help to educate the public on Center Street being a pedestrian area.

Mr. Winters asked Mr. Peterson where the hangups are for getting a permit for downtown events to close off Center Street.

Mr. Peterson stated that the hangup isn't any one person but the process as a whole that is problematic.

Events Process Improvements (more events downtown) – Mr. Black suggested 1 across the board as this is a secondary item to traffic flow. Mr. Saito stated this item is different from the others as this is a process improvement.

Mr. Black wrapped the meeting up by asking the sorted list be sent to the group for review. (List sorted from highest ranked to lowest). Mr. Black will add his comments then send to the rest of the committee.

Ms. McMurray asked Mr. Peterson what the downtown businesses think about moving traffic away from Center Street. Mr. Peterson stated the businesses suggested slower speeds and change in light patterns and increased speed on 100 North.

Mr. Arnold suggested we start making 100 North more easy to travel, then implement changes on Center Street.

Meeting Adjourned.