

TRANSPORTATION MOBILITY AND ADVISORY COMMITTEE MEETING

Hybrid Meeting – March 17, 2022 – 12:30 pm

The March TMAC Meeting was opened by TMAC Chair, Clancy Black, who read the Hybrid Meeting Protocol from the March 2022 TMAC Agenda.

Item 1 – Introductions of those in attendance

Attending through Zoom:

TMAC Committee Members:

Clancy Black, Chair

Joy McMurray, TMAC Vice-Chair

Dave Arnold

Greg MacFarlane

Lisa Jensen

Laurie Urquiaga – Transitioning member; not voting

Attending in Person:

Rob Hunter – Transportation Engineer

Kaehan Shour, Engineer

Gordon Haight, City Engineer

Judy Johnson, Engineering Admin Assistant

Dave Decker, Public Works Director

David Day, Development Engineer

Jeff McGlaughlin, Provo resident

It was mentioned that some of the Committee Members plan to attend this meeting in person beginning in April, including Mr. Black and Ms. McMurray.

Item 2 – February TMAC Minutes Approval

- Mr. MacFarlane made a motion to approve minutes – Mr. Black seconded the motion and the minutes were approved unanimously.

Item 3 - Center Street Presentation – See ***Provo Center Street*** PowerPoint presentation including 23 slides for complete details of this discussion. This PowerPoint was shown by Mr. Decker to the Council on Tuesday, February 15th as part of a budget presentation.

- ***The City Council Vision Statement (Slide 2)*** includes the Council's vision for Center Street between 500 West and 200 East.
 - Consumers want to spend time here and businesses want to locate here
 - Center Street should be safe and *feel* safe for pedestrians
 - Center Street is a destination, accommodating multiple modes of transportation
 - The Center Street design treats vehicles as guests in the pedestrian space, rather than treating pedestrians as guests in the vehicle space
 - High-capacity mass transit is conveniently located near, but not on, Center Street between University Avenue and 500 West
 - High-volume traffic is routed around Historic Center Street
- ***Center Street Traffic Volumes (Slide 3)*** shows traffic volumes for Center Street and how they compare to other streets in the area.
 - There are more cars on Downtown Center Street than on 500 North, 200 North, 100 North and 300 South in those streets' areas that parallel Historic Center Street

- *TMAC Scoring (Slide 4)* was discussed, including input from Quinn Petersen of Downtown Alliance. The 36 items are ranked in order from most to least important.
- *Engineering Recommendations (Slide 5)* were discussed; these temporary measures would cost approximately \$400,000 and could be implemented spring through fall of 2022. Potential federal monies would be used for funding. Discussion included, but was not limited to, these concerns:
 - 1) Too many temporary measures instituted at one time could confuse motorists
 - 2) Reverse-angled parking would be very difficult to test and would have drawbacks including posing a danger to bike and scooter traffic
 - 3) Limiting traffic to one lane in each direction could be concerning to business owners as a potential loss of business; however, more business should come from pedestrians, cyclists and those who ride scooters.
 - 4) We need to be prepared for push-back from a frustrated public as these test measures are implemented
- It was determined that to make this part of Center Street more pedestrian and cyclist friendly, commuter traffic would need an alternative to get to the freeway. Discussion included:
 - 1) Pushing traffic to use 100 North to get from 500 West to University Ave
 - 2) Possible re-alignment of Center between 600 West and 500 West, but would only be an option with property purchase - most likely too costly to consider.
- Mr. Haight pointed out that while Mr. Hunter's presentation will answer some questions, many ideas are contingent on approval and funding. It is also necessary to work with businesses every step of the way; we want to make Historic Center Street a gem for the entire valley.
- *2022 Testing (Slides 6 – 23)* showed visual examples of many options that could be tested. Mr. Fillmore pointed out that there is a gap in understanding the level of testing vs. the permanent solutions; funding is key to this process. He suggested that the Council needs to hear another presentation from Mr. Decker to get better acquainted with the details.
- It was agreed that while there are many logistics to be worked out, it is a step forward to be looking at taking action on things that have been talked about for decades.
- Mr. Black needed to leave the meeting at 2:00 and Mr. MacFarlane also indicated the need to leave.

Item 4 - Safe Routes to School – This item will be rescheduled to a future meeting in the interest of time.

Item 5 – Adjourn – Ms. McMurray moved that the meeting be adjourned; Mr. MacFarlane seconded the motion and the meeting was adjourned shortly after 2:00 pm.