

Provo City Transportation Mobility Advisory Committee Meeting

January 18, 2024 Minutes

Approved February 15, 2024

Item 1 – Introductions

- The meeting was called to order at 12:32 PM by Ms. Joy McMurray, TMAC Chair. Ms. McMurray welcomed those in attendance and thanked them for the time they give to this assignment. She also introduced her husband who was in attendance and took the opportunity to acknowledge family members who support those giving voluntary service to TMAC. Those in attendance:

Committee Members

Joy McMurray – District 2, Committee Chair
Geoff McLaughlin – District 2, Committee Vice-Chair (*Attended by Zoom*)
Beth Alligood – District 3
Noah Gordon – District 4
Lisa Jensen – Planning Commission Member (At Large)
Greg McFarlane – Academia (At Large)

City Staff and Administration

Gordon Haight – Public Works, City Engineer
Vern Keeslar – Public Works, Traffic Manager
Kaehan Shour – Public Works, Engineer
Joseph Gandy – Public Works, Management Analyst/Public Information
Sandra Bussio – Development Services, Parking Program Manager
Boden Golding – Development Services, Parking Enforcement Supervisor
Hanah Salzl – Development Services, Planner
Judy Johnson – Public Works, Office Assistant

Municipal Council

Katrice McKay, Council Chair
George Handley, Council Member

Other Attendees

Mr. McMurray

Item 2 – Approval of September 21, 2023 TMAC Meeting Minutes

- Ms. Alligood made a motion to approve the minutes of the September 2023 meeting and the minutes were unanimously approved by the TMAC members.

Item 3 – Biking Infrastructure: From Touring Portland, OR to Biking in Europe - City Councilor George Handley

- Councilor Handley presented a book to the group: *Confessions of a Recovering Engineer*. This book includes focusing on ways to rethink city engineering and street design, particularly considering transportation alternatives to automobiles. He explained that running for City Council was a way that he felt he could contribute to a collective effort on reducing financial and environmental costs, especially as they pertain to transportation.
- Mr. Handley informed the group that he spent two months in the spring of 2023 in Munich, followed by travel through Copenhagen and Sweden. Later in the summer, Councilor Rachel Whipple and her husband joined Mr. Handley in Portland, OR for an academic conference. During the Portland visit, they participated in a bike tour with Portland's City Engineer.
- Through videos and pictures, many observations were shared from Mr. Handley's 2023 biking experiences:
 - Munich is an extraordinary biking city; he never traveled by car or by mass transit during the time he was there. Many more people travel by bicycles in Munich, Copenhagen, and Sweden than in Provo; bikes outnumber vehicles in many areas.
 - Paths, intersections, sidewalks, roads, signal lights, street slowing measures and division barriers include many features that make biking convenient.
 - Portland has invested significant funding towards installing bicycle trails, which cost much less to maintain than roads used by heavy vehicles. A bridge over the Willamette River was built only for use by bicycles, pedestrians and other active transportation means.
 - In a Provo survey, the number one concern was traffic. Lessons learned from this presentation are that Provo could implement ideas from other biking areas. Councilor Handley feels that many traffic concerns facing our area could be mitigated by active transportation solutions.
- **PDF: *Bike Presentation*** is attached with these minutes.

Item 4 – Maintenance Funds Discussion - Recommending to Council – TMAC Chair Joy McMurray

- Ms. McMurray explained that during a presentation given at a TMAC meeting last year regarding road maintenance costs, it was clear that the cost to maintain roads is much less than the cost to repair roads. She stated that the Committee would like to communicate some of the information learned about road maintenance to the Council and asked what the most effective communication method would be. Ms. McMurray also inquired as to how the Committee could most effectively serve the Council in general terms.
 - Discussion included finding the best way to get information to the Council on road maintenance budgets, including possible revision of the Utility Transportation Fund, which falls short of money needed to adequately maintain roads. Comparison with other cities' utilities fees is helpful; Mr. Keeslar said those numbers have been updated.
 - Chair McKay indicated that the Council is always interested in discussions that affect Provo's budget. Citizen input, especially those serving on our municipal

committees, is valuable. She mentioned that the State Legislature is currently re-writing Utility Transportation Fund guidelines.

- Councilor Handley suggested TMAC getting a road maintenance funding issue on the Council Agenda; he also mentioned the possibility of having TMAC present to the Council at least once a year.
- Mr. Haight pointed out the importance of following the process of including the City Administration in the discussion. He suggested that appropriate steps need to be taken and guidelines followed going forth as progress is made on this subject. He also stated that it will be important to wait for the pending legislation outcome before moving forward.
- Mr. Keeslar discussed the tax-exempt status of establishments in Provo as it pertains to their Utility Transportation Fund contributions. He is optimistic about legislation that may determine there are no exemptions when considering who will contribute to the Fund. Chair McKay reiterated that the legislation outcome may be in Provo's favor.
- Ms. McMurray will talk with Mr. Haight and Mr. Keeslar about an appropriate timeline for moving forward as progress on this subject continues.
- Councilor Handley mentioned that he would like to have an update on 820 North. Mr. Keeslar stated that we are 30 to 60 days away from being able to provide that information.

Item 5 – Development Services Update – Hannah Salzl, Development Services

- Ms. Salzl stated that the Council has adopted the Hillside and Canyons, and the River and Lakeshore Plans – two separate plans. Mr. Haight pointed out that planning has a lot to do with transportation. Two other plans that are in the early stages are the Northeast Neighborhood Plan and the Station Area Plan. Both Plans will have technical advisory committees, including representatives from TMAC and Planning Commission.
 - **The Northeast Area Plan** will include the North Timpview, Riverbottoms, and Sherwood Hills neighborhoods. A meeting with District 1 will take place next week.
 - **The Station Area Plans** are about 1/3 of the way done at the current time. These Plans include four plans and seven stations: six UVX Stations and one Frontrunner Station.
- Ms. Salzl presented a PowerPoint which includes:
 - A map of the neighborhoods included in the Northeast Area Plan.
 - The location, four required objectives, five required components and the process which will be followed as the Station Area Plan moves forward.
 - **PDF: TMAC Northeast and Station Area Plans** is attached for detailed reference.
- * Just before the meeting adjourned, Ms. Salzl announced that Planning had just received an application for connecting Lakeview Parkway to 2000 North, and 2000 North to Geneva Road. Engineering Staff explained that this is a capital improvement project which will be completed by the City of Provo.

Item 6 – Engineering Project Updates – Vern Keeslar, Provo Traffic Manager

- Mr. Keeslar presented slides showing the three project updates which were discussed:
 - 1) **U.S. 89 (300 South) 500 West to University Avenue Reconstruction**
UDOT will begin the project next month and it will end in November of this year. During construction, the road will have one lane of traffic in each direction. Bike

lines will cross 300 South at 100 West and 300 West; raised islands will be included. Discussion included whether stop signs will be placed at bike crossings; Mr. Keeslar advised this issue is under study.

2) **U.S. 189 (University Avenue) and Canyon Road Realignment.**

This project will most likely begin in March; the purpose of this project is to improve safety at this intersection. The grant for a pedestrian bridge over this intersection was not awarded to Provo; basically we were told that this area did not qualify for the grant because it is too safe when compared to national crash data.

3) **900 East 820 North Traffic Signal**

This project has been started and will increase the level of service and safety at this intersection. Other 900 East safety concerns were discussed. Mr. Keeslar invited those attending the meeting to bring safety concerns on any Provo City area to him at any time.

- **PDF: Projects Presentation** is attached with these minutes.

Item 7 – Adjournment

- Ms. McMurray adjourned the meeting at approximately 2:45 PM.

The next TMAC Meeting will be held on February 15, 2024. A full video and audio recording of the meeting can be accessed at this link: <https://www.youtube.com/watch?v=G3kFegFrB1w>

















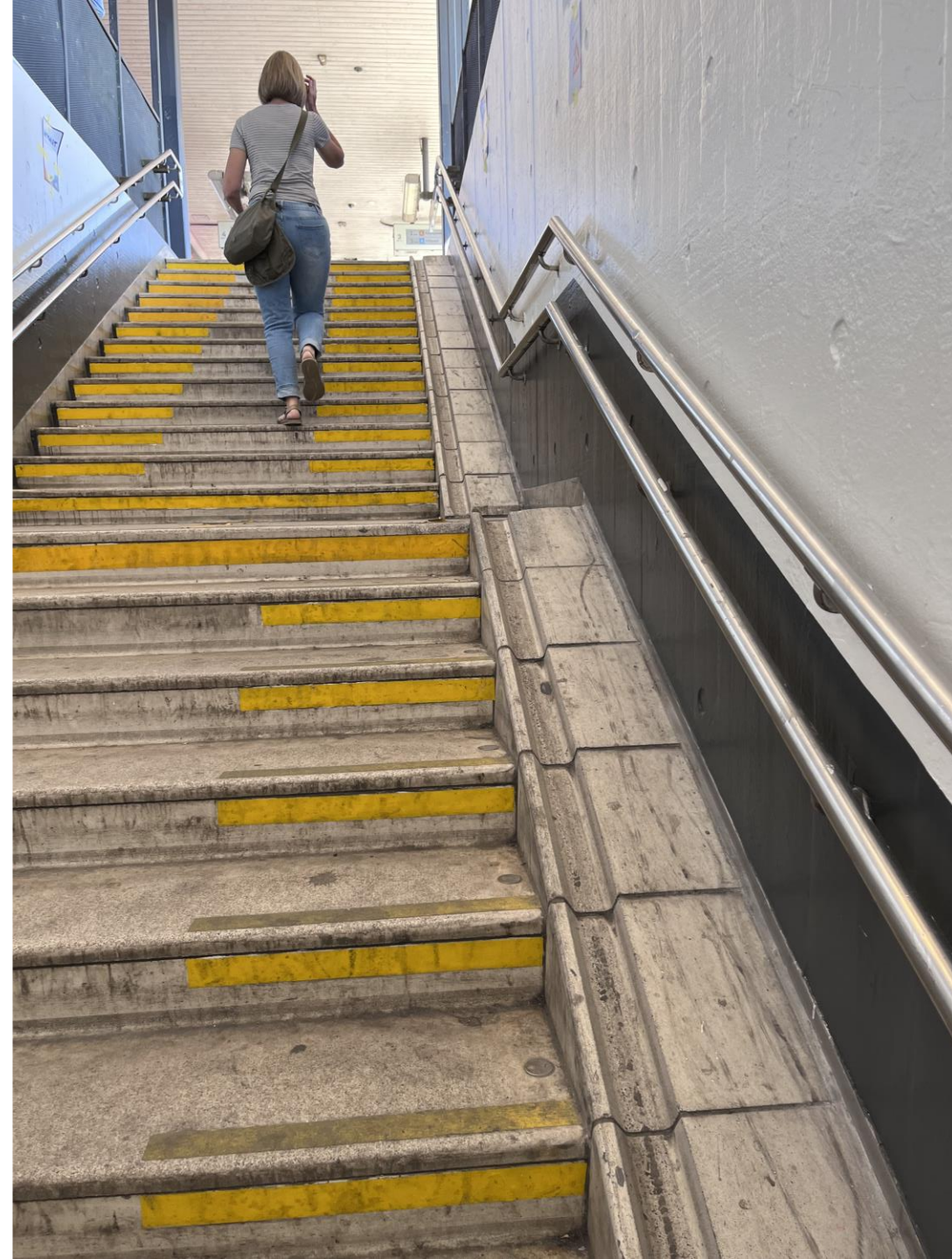










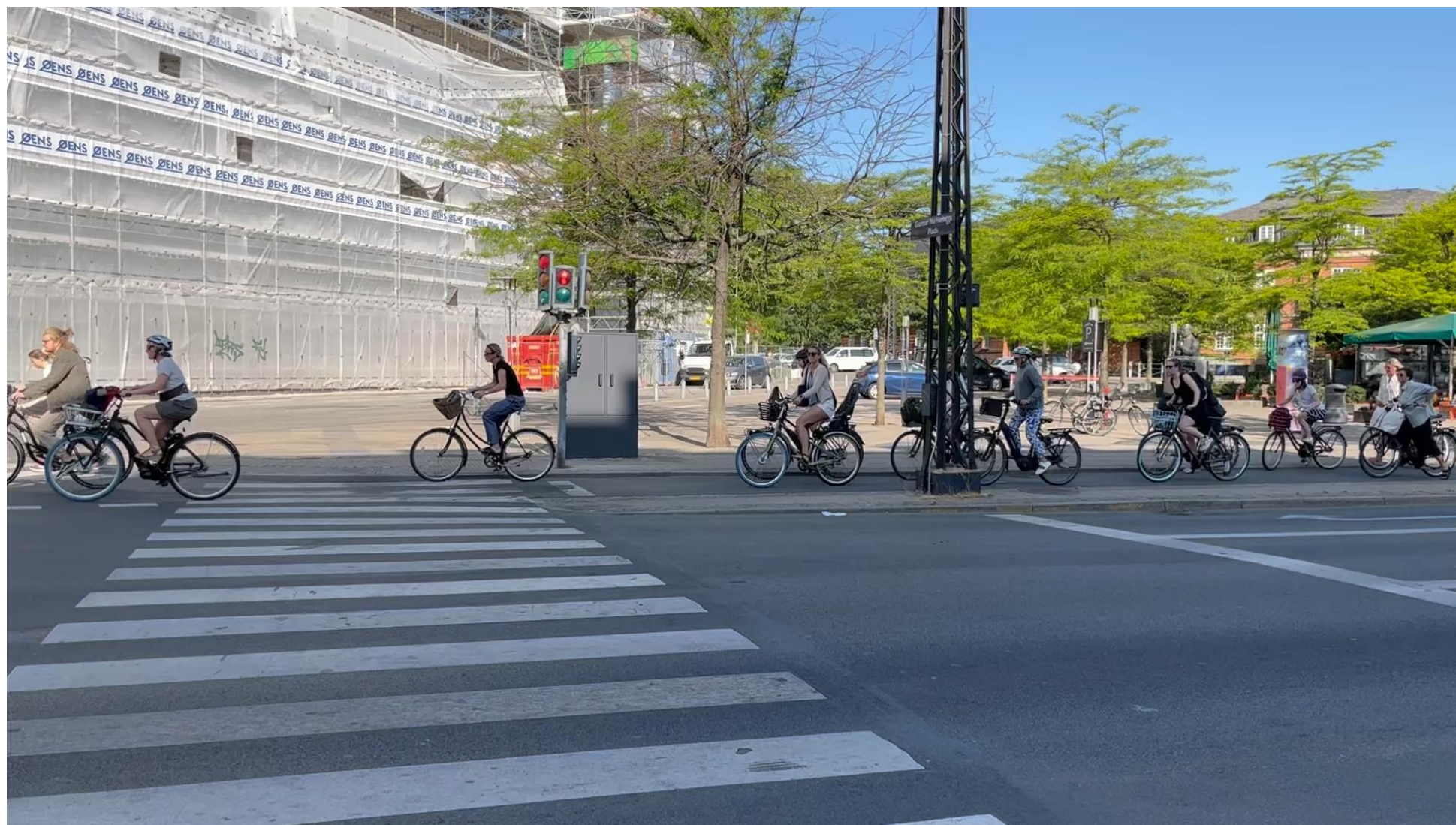






























NORTHEAST
NEIGHBORHOOD
PLAN

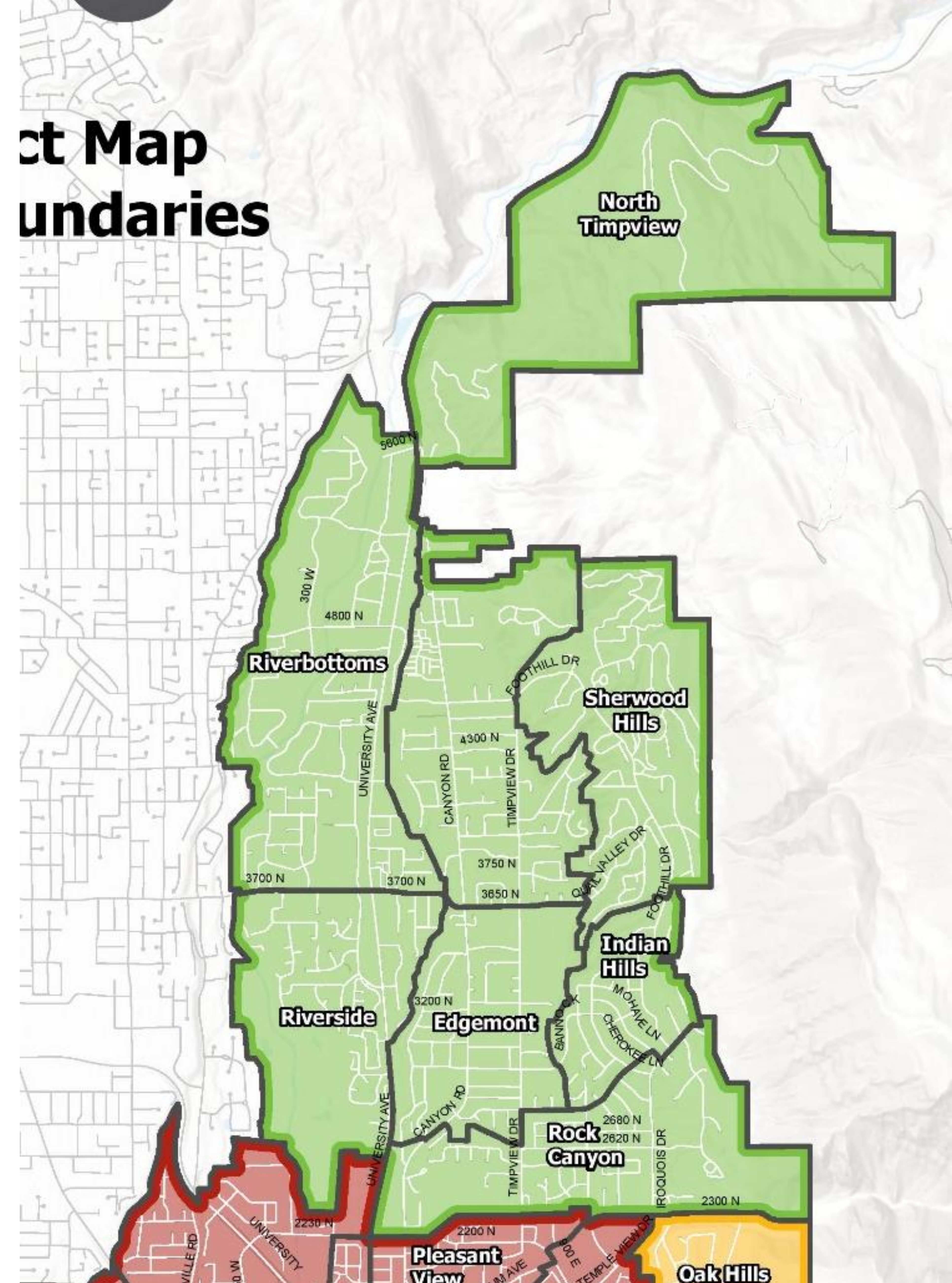
Neighborhoods

North Timpview

Riverbottoms

Sherwood Hills

act Map
undaries



STATION AREA PLANS

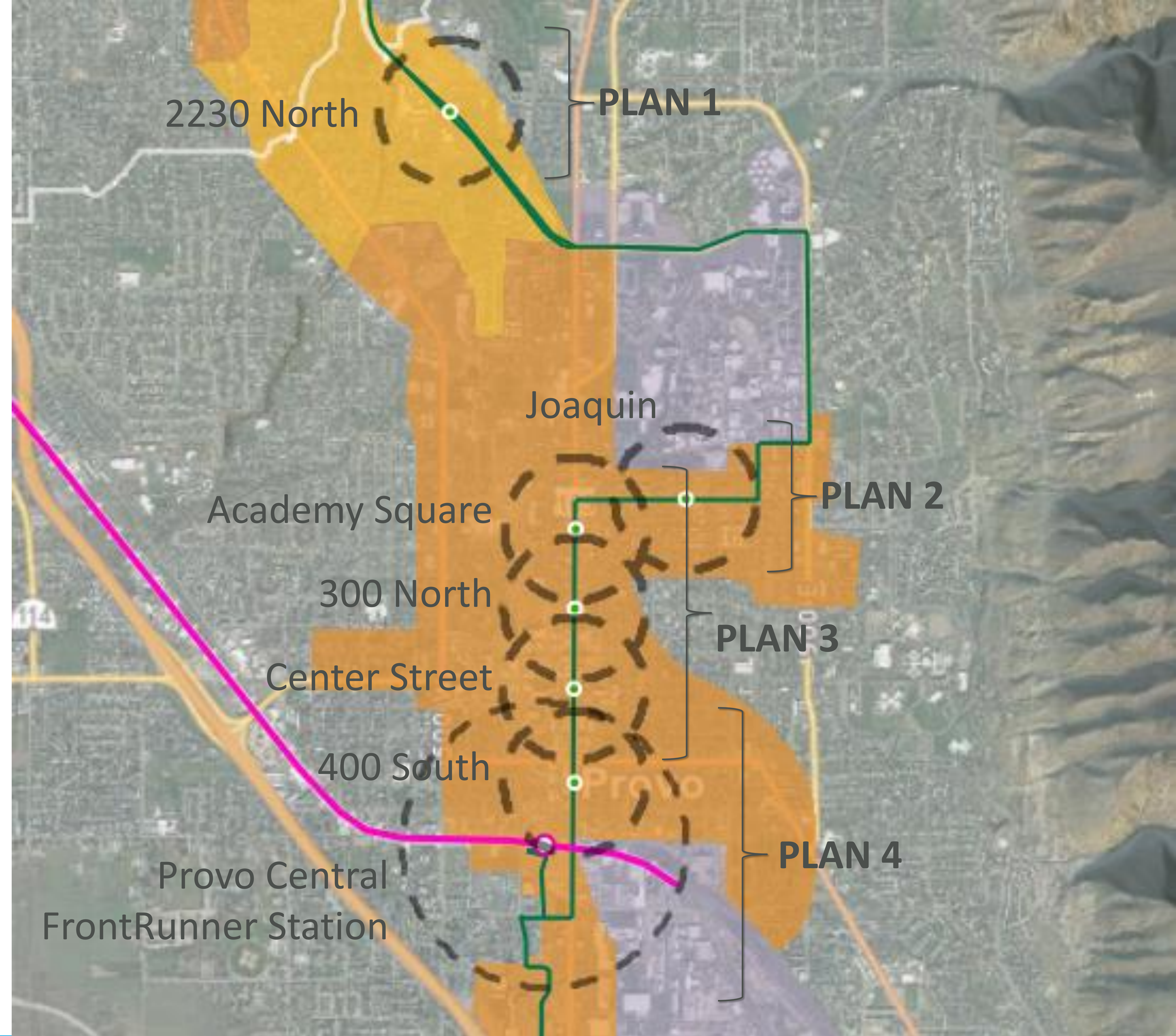
Locations

7 Stations*

6 UVX + 1 FrontRunner

4 Plans

* Not (yet) for UVX stations that have shared-lane stops



Details

- UVX = $\frac{1}{4}$ mile radius; FrontRunner = $\frac{1}{2}$ mile radius
- Impracticability waiver for certain circumstances
- Must be adopted by December 31, 2025 (Provo aiming for early 2025)
 - If cities have >4 stations, 4 must be done by 2025 and 2 done every year thereafter
 - “Qualifying Land Use Application” (i.e., >5 contiguous acres, requires General Plan or zoning amendment, et. al.) triggers new deadline of one year for that SAP only
 - New stations opening after June 1, 2022 must have an SAP before service begins

Four Required Objective

1. Increase the availability and affordability of housing
2. Promote sustainable environmental conditions
3. Enhance access to opportunities
4. Increase transportation choices and connections

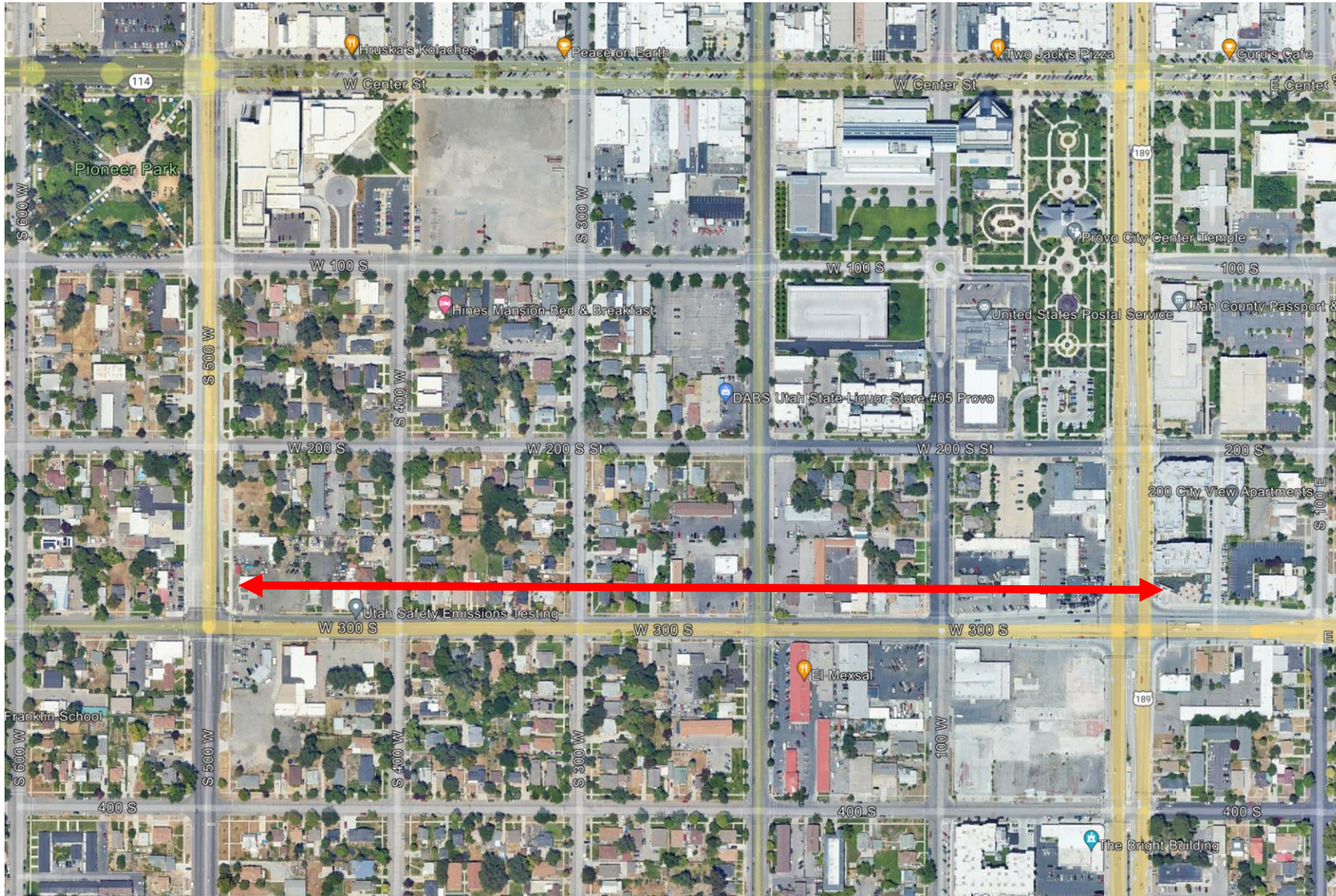
Five Required Components

- Vision
 - Development of existing and future land including open space (opportunities & constraints) and future transportation
- Map
 - Area subject to SAP (may apply to areas outside of the station area); City doesn't have to develop the entire SAP area
- Five-Year Implementation Plan
 - Action plan that specifies land use changes and capital improvements
 - Identifies responsible parties for implementation (regulations, infrastructure improvements, legal docs, funding, design, environmental remediation, etc.)
- Statement Promoting the Four Shared Objectives
- Public Involvement and Stakeholder Engagement (MPOs, UTA, etc.)

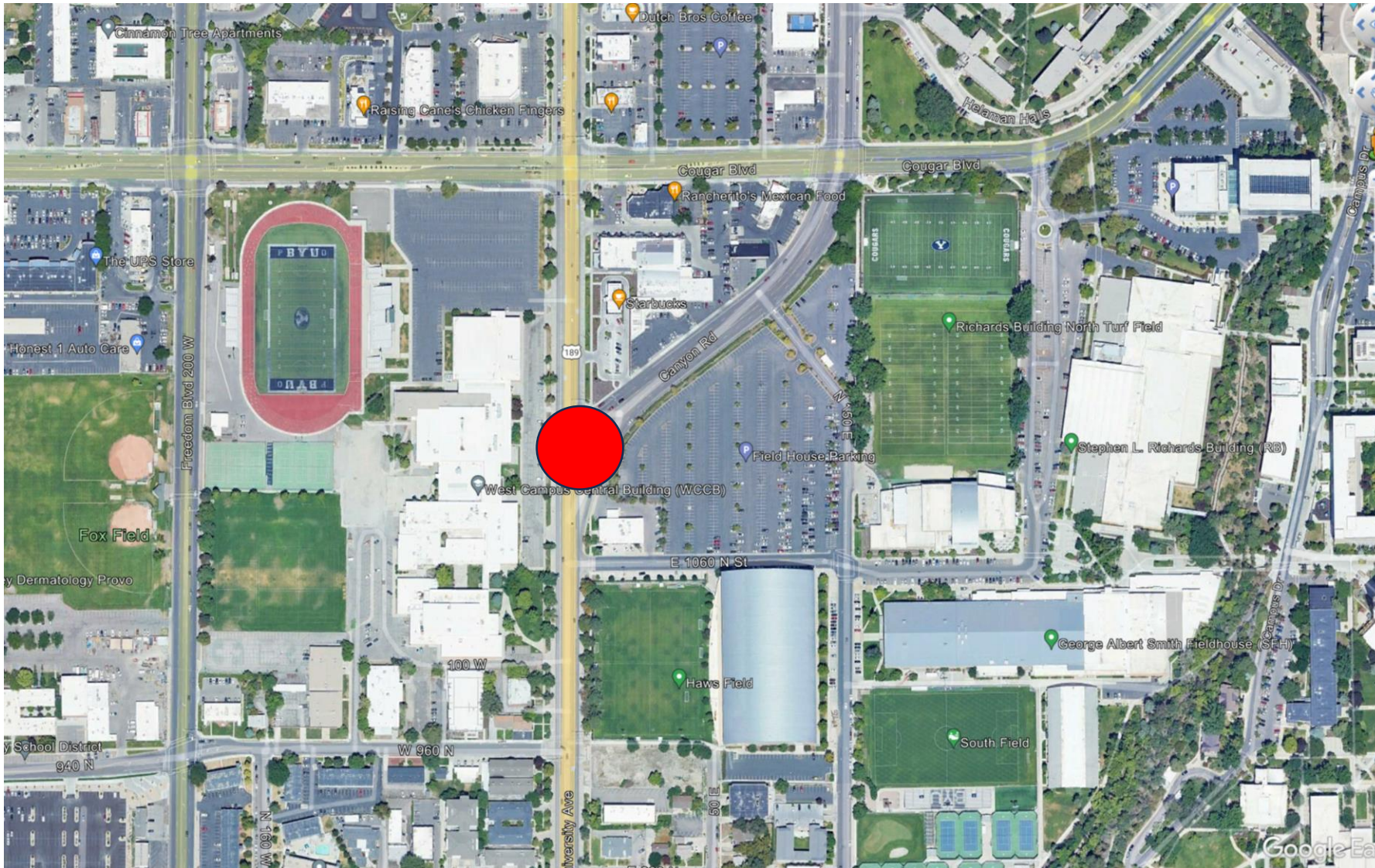
Process



U.S. 89 (300 South) 500 West to University Avenue Reconstruction



U.S. 189 (University Avenue) and Canyon Road Realignment



900 East 820 North Traffic Signal

