

## **Provo City Transportation Mobility Advisory Committee Meeting**

### **February 15, 2024 Minutes - Approved**

#### **Item 1 – Introductions**

- The meeting was called to order and attendees were welcomed at 12:30 PM by Ms. Joy McMurray, TMAC Chair. Those in attendance:

#### **Committee Members**

James Hamula – District 1

Joy McMurray – District 2, Committee Chair

Geoff McLaughlin – Alternate, Committee Vice-Chair

Beth (Alligood) Provence – District 3

Noah Gordon – District 4

Lisa Jensen – Planning Commission Member (At Large) – Attended by Zoom

David Hurtado – Alternate

#### **City Staff**

Gordon Haight – Public Works, City Engineer/Interim Public Works Director

Vern Keeslar – Public Works, Traffic Manager

Kaehan Shour – Public Works, Engineer

Joseph Gandy – Public Works, Management Analyst/Public Information

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

#### **Item 2 – Action Item - Approval of January 18, 2024 TMAC Meeting Minutes**

- Ms. McMurray made a motion to approve the minutes of the January 2024 meeting; Mr. Hamula seconded the motion, and the minutes were unanimously approved by the TMAC members.

#### **Item 3 – TMAC Training - Gordon Haight, City Engineer and Interim Public Works Director**

- Mr. Haight explained that the TMAC duties found in City Code 14.04B.020 state that the TMAC shall: - *Provide effective recommendations to the Mayor and the Municipal Council regarding priority, funding, and design of capital improvement projects that relate to transportation and mobility.*
- Last year the Committee submitted a letter containing recommendations concerning bicycle planning and the Transportation Master Plan (TMP). Since that time, three new Council Members have been elected and the City has not scheduled a time to begin working on revisions to the TMP. The TMAC recommendations were somewhat

premature and may potentially be forgotten as the City goes through the process of revising the TMP.

- Currently, TMAC members have determined that it would be beneficial to make recommendations on road maintenance funding. Mr. Haight discouraged the TMAC from writing that letter yet because the State Legislature is preparing to vote on a bill regarding Transportation Utility Fees. As a result of the new bill, the City will be required to update the study for Provo's Utility Transportation Fund (UTF). The bill includes the ability for cities to include installation of new sidewalks, as well as other capital improvements. A recommendation from the TMAC at the time the City is considering changes to the UTF would likely be more effective in influencing the Council and the Mayor in terms of road maintenance funding. As we look at transportation policies that the TMAC would like to recommend, it would be beneficial to align those recommendations so they correspond with the timeline during which the City has the ability to implement those changes.
- After the UTF study is done, City Staff would like to present the information to the TMAC; at that time, Committee members can decide what to present to the Administration and Council. Our goal as City Staff is to educate the TMAC so that when issues come before Provo's Administration and Council, we all have the information necessary to bring recommendations.
- Chair McKay acknowledged that the UTF study information is important, especially as it pertains to the pending legislation.
- Councilor Handley agreed with the timing suggestion of presenting information when it is time for the Council and Administration to act on it. If there are Council agenda items that have relevance to TMAC, the Council would be open to hearing from TMAC on those items.
- Ms. Provence pointed out that it's important to remember that the TMAC is a recommending body, not a policy-making body. Mr. Haight agreed and said there is value in having a citizen-based committee to advise the Council.
- Mr. McLaughlin suggested it would be helpful if information was available early enough so that TMAC members are able to submit recommendations to the Council in a timely manner; this would result in increased effectiveness.
- Ms. McMurray agreed that timing is important and noted that recommendations need to be submitted to the City Administration, as well as to the Council.

### **Return to Item 1 – Introductions**

- Those attending the meeting briefly introduced themselves. It was noted that Mr. Gordon Haight has been appointed as Interim Public Works Director to replace Mr. Dave Decker who has taken a position at BYU.

### **Item 4 – TMAC Members' Extended Introductions – TMAC Members**

- Ms. McMurray previously contacted the Committee members and asked them to share some background information about themselves.
- **Mr. Greg Macfarlane** made a video of introduction that was shown. He grew up in Provo and currently lives in Provo's downtown area. As a Professor of Civil Engineering at BYU, he teaches classes in transportation engineering. His research and expertise are in long-range models and transportation behavior, as well as transportation project decision-making.
- **Ms. Lisa Jensen** serves on the TMAC as the representative from Provo's Planning Commission. She graduated from BYU with a bachelor's degree in Planning and Resource Management and worked for a short time in Provo City's Community Development Department, which is now called Development Services. Ms. Jensen is

passionate about the interplay of trails and roads, choosing to walk or bike instead of driving, whenever possible.

- **Mr. Geoff McLaughlin** has lived in Provo for about 20 years and is interested in transportation and urbanism. He learned more about Provo through involvement with the special Mayoral Election in 2017 and also by attending the City's Provology program in 2019. His interests include bicycling and learning more about biking infrastructure, as well as municipal finance and budgeting.
- **Mr. David Hurtado** was raised in northeast Provo in Chair McKay's neighborhood. He has become familiar with Provo's roads by traveling on two wheels, including bicycles and motorized scooters. He is interested in safe modes of transportation for everyone. Mr. Hurtado owns The Scooter Lounge, a Provo business featuring the sale and service of motorized scooters.
- **Mr. James Hamula** lives in Provo; he has master's and law degrees and has worked 25 years as an environmental lawyer. He served as General Counsel to Larry H. Miller where he worked on sustainability matters, especially as they relate to cars. He's currently working as an environmental land use and real estate attorney representing developers and municipalities.
- **Ms. Beth Provence** has lived in west Provo for over 18 years and has been involved with Provo's Neighborhood Program, their Citizens' Advisory Board, and the Westside Development Committee. She appreciates the diversity found in Provo City. She likes to listen and gather data, which helps her involvement in finding the best solutions for everybody.
- **Ms. Joy McMurray** describes herself as an "average Provo Citizen" focusing on women, children, families, and transportation issues in Provo. Her family actively uses multiple transportation networks. She also feels it's important to be aware of our college student population and their needs. Her background is in education and communication; she has served on various committees in Provo schools.
- **Mr. Noah Gordon** was "not so gently" persuaded to become involved with TMAC by Mr. Vern Keeslar. He is a lifelong Provo resident, earning both bachelor's and master's degrees in Civil Engineering at BYU, focusing on transportation, water resources and GIS. He's worked as a consultant, as Springville Assistant City Engineer and is now the City Engineer in Lindon.
- Ms. McMurray pointed out the great wealth of experience that is found in the TMAC members.

#### **Item 5 – Review of TMAC Work in 2023 – Ms. McMurray, TMAC Chair**

- Ms. McMurray listed some of the topics worked on during 2023, which include:
  - Provo's 2013 Bicycle Master Plan: quite a bit of time was spent on this topic deciding what to keep and what shouldn't be kept moving forward.
  - At Councilor Fillmore's request, talked about balance, looking at where money is spent. We saw a lot of equity in resources spent on the different modes of transportation.
  - Sustainability presentations by Ms. Salzl.
  - Presentations on road maintenance and costs.
  - Flood Traffic Control Plan presented by Mr. Gordon Haight.
  - Station Area Plans.
  - Gateways to the City: how to make Provo welcoming.
  - Scooter discussions led by Mr. Hurtado, and a representative from Bird Scooters.
  - Active transportation updates from Mr. Vern Keeslar.
  - Discussion of available grants and the application process.
  - Discussion of specific safety situations.

- Some items that weren't discussed in TMAC meetings last year included:
  - East/west connectivity, residential connectors, collectors, traffic calming measures and safety improvements.

#### **Item 6 – How TMAC Can Best Help the City Council in 2024 – Chair McKay and Councilor Handley**

- **Chair McKay** – The Utility Transportation Fund study has been included in the budget; an update is required because it is over 10 years old. Interconnectivity of trails was discussed with Provo Parks and Recreation; there is a need to look at walking, motorized vehicles, non-motorized vehicles, speed limits, and other related items. Safety issues are increasing; we need absolute uniformity between all trails so standards are the same.
- **Councilor Handley** - The short-term priority is the UTF; we want to get it right and be sure the funds are put where they are most needed. In addition to sidewalk and street improvements, there has been discussion about a trail that would connect Provo with Springville; that would help on a recreational level as well as making commutes safer. Longer term, the Conservation and Resiliency Plan has many features that would improve air quality, better traffic flow and other issues. He would like to know from TMAC how to start aggressively implementing goal setting and putting plans into action. We need to look at grants or partnerships - possibly even bonds. It would be productive to look at long-term plans and help the Council take steps so we don't lose plans through non-use. If this group would share specific goals for how to measure progress relating to transportation and mobility goals, that would be helpful. Mr. Handley hopes to have significant accomplishments in the next two years. Ms. Salzl said she would be happy to show what Conservation and Resiliency Plan data might be helpful to this group.

#### **Item 7 – Discussion of TMAC Agenda Priorities for 2024 – Joy McMurray, TMAC Chair**

- Ms. McMurray asked for input from TMAC members regarding what the TMAC could accomplish this year.
  - **Mr. Hamula** observed that we have tended to respond to discreet issues. While they are important, we haven't been able to identify a general goal that we're trying to achieve. He likes the idea of having transportation mobility issues developed, pursued, and resolved with a sustainability focus. It would be useful to articulate what we are trying to achieve. We have a lot of generalized plans, but through a transportation lens, we need to move towards transportation and mobility. To be helpful with long-term goals, we need to tackle issues with a more sustainable future in mind.
  - **Ms. Jensen's** priority would be to make road maintenance funds more in line with actual needs. Without sufficient funds, we won't have the roads and trails that we would like.
  - **Mr. McLaughlin** would like to connect what we are doing here to long-term plans that already exist. He pointed out the importance of remembering the value of Mountainland Association of Governments (MAG) as a resource pertaining to inter-connectivity with our neighboring cities.
  - **Ms. Provence** said that general ideas are great, but we need to focus on priorities that remained unfinished last year. Those include east-west connectivity and micro-mobility (walking, biking - anything not car-related); it doesn't seem that micro-mobility, except for bicycling, has been given much emphasis, and it needs emphasis in our long-term planning.
  - **Mr. Hurtado** focused on the value of Provo's trails. We now need to coordinate the utilization of trails with their increased use, including diversity of vehicles.
  - **Mr. Gordon** gave his perspective through the lens of a City Engineer and talked about the cost of road maintenance. We fight to get roads developed up to city standards, but they're

expensive to maintain. Some cities have chosen not to maintain roads, but Utah residents want their roads to be maintained. Figuring out UTF, along with sidewalk and trail maintenance, is going to be interesting. Other priorities include east-west connectivity and the 820 North topic. He observed that it takes as long to get across Provo as it does to get to Salt Lake.

- **Mr. McFarlane's** list of priorities includes traffic calming on minor arterials and collector roads, preferably through good engineering design. More curb bulb-outs and roundabouts, as well as street narrowing are also important. Other priorities include active transportation facilities that allow for all users to have safe and reasonably direct paths in a connected network.
- **Ms. McMurray's** priorities are the UTF fees, road maintenance, east-west mobility, scooters - along with other emerging mobility technologies - and safety issues.
- Ms. McMurray then invited comments from City Staff:
- **Mr. Shour** feels it is important that emphasis is now being given to UTF, hopefully resulting in increased maintenance funding. He also explained the establishment of UDOT's Utah Trail Network program to facilitate connecting trails in cities and counties throughout the state.
- **Mr. Keeslar** appreciated hearing from the TMAC members and said it's easy to see that they all love Provo; every topic mentioned is valid and worth consideration. Mr. Keeslar's first and foremost priority is pedestrian safety; the Safe Routes to School program is especially important because our vulnerable road users are getting hit. Maintenance funding and UTF are also important, but pedestrian safety is first and foremost. Chair McKay reinforced the fact that sidewalks around schools are a high priority.
- Ms. McMurray said future topics would include UTF fees when the bill has been passed by the Legislature, and the Provo River Bridge and Trail.

#### **Item 8 – Adjourn**

- Ms. McMurray adjourned the meeting at 1:26 PM.

The next TMAC Meeting will be held on March 21, 2024. A full video and audio recording of the meeting can be accessed at this link: <https://www.youtube.com/watch?v=G3kFegFrB1w>