

Provo City Transportation Mobility Advisory Committee Meeting

November 21, 2024 Minutes - Draft

Item 1 – Introductions

The meeting began at 12:30 PM with Ms. Joy McMurray conducting; those present introduced themselves.

Committee Members

Joy McMurray – District 2, Committee Chair
Beth Provence – District 3
Noah Gordon – District 4
David Keller – District 5
Greg Macfarlane – Academia (At Large)
David Hurtado – Alternate

City Staff

Gordon Haight – Public Works Director
Vern Keeslar – Public Works, Traffic Manager
Kaehan Shour – Public Works, Engineer
Judy Johnson – Public Works, Engineering Office Assistant
Joseph Gandy – Public Works Management Analyst/Public Information
Boden Golding – Development Services, Parking Enforcement Supervisor
Hannah Salzl – Development Services Planner/Planning and Sustainability
Sgt. Steven Brough – Provo Police
Lt. John Orgill – Provo Police

Others Attending

Jacob Brooks – Bike Utah
Carol Long – BikeWalk Provo
Aaron Skabelund – BikeWalk Provo
Tana Hoover – Resident

Council Members

Katrice McKay – Council Chair
George Handley – Council Member

Item 2 - Action Item - Approval of October 24, 2024 TMAC Meeting Minutes

Ms. McMurray moved that the minutes of the October 24, 2024 meeting be approved; Mr. Macfarlane seconded the motion and the minutes were unanimously approved.

Item 3 – BikeWalk Provo Presentation – Aaron Skabelund

The presentation, *Going for Gold and Beyond* was previously given to the Mayor and to Mr. Scott Henderson, Provo City's CAO. This PowerPoint was shown and is available with these minutes. Information and related discussion included:

- Progress on making Provo more pedestrian, bicycle and transit-friendly city.
- Provo's status as a Host City for the 2034 Winter Olympics.
- The 2013 Bicycle Master Plan called for Provo to be at Gold Level by 2020. It reached Silver Level Status in 2016 with 80 bikeway miles. In 2020, an application was submitted for Gold Status but was renewed at Silver. In 2024, we are still at the Silver Level and bikeway mileage is at 90.
- New goals include achieving the Gold Level by 2026, although Mr. Henderson mentioned that 2025 would be a worthwhile goal.
- Maps and photo examples were shown of bike lanes in three Platinum Level bicycle-friendly communities which are similar to Provo:
 - 1) Madison, WI with 200 miles of bike lanes.
 - 2) Boulder, CO with 300 miles of bikeways.
 - 3) Fort Collins, CO with 200 miles of bikeways.
- These maps were compared to Provo's map showing that connectivity is lacking in Provo. While there are differences in quantity, as well as the quality, of bike lanes, Provo is also making progress with the adoption of best bicycle practices implemented throughout city streets.
- Provo adopted a Complete Streets policy, but implementation guidance could be more robust. It was pointed out that BYU students are concerned about safety when riding bicycles in Provo; culture needs to be shifted, making safety a priority.
- Mr. Keeslar pointed out that the Council adopted a Safety Action Plan in 2022 that includes goals for Vision Zero and 50% reduction of fatalities and serious injury crashes by 2050. Our next Transportation Master Plan could include more metrics.
- Mr. Keeslar explained that he is currently meeting weekly on the massive, detail-oriented application for Gold Level Status and meeting monthly with the Administration to move forward on meeting those goals. The application is due in June of 2025, but we won't find out until December of 2025 what status is achieved.
- BikeWalk Provo recommendations include:
 - 1) Continue to increase high-quality bicycle parking.
 - 2) Continue to expand bicycle safety education.
 - 3) Continue to promote Safe Routes to School.
 - 4) Develop community-wide automobile trip reduction program; establish bicycle-commuter incentives.
 - 5) Establish an annual budget for a Bicycle Master Plan and ongoing bicycle programs.
 - 6) Adopt target level of bicycle use; data gathering methods were discussed.
 - 7) While it was noted that Provo's Engineering staff has increased the amount of time and attention given to active transportation infrastructure, more time devoted to this effort would be appreciated.
 - 8) The Mayor has been encouraged to reapply for Bicycle Friendly Business Status; Provo is at the Bronze Level now. It was also recommended to lower residential street speed limits from 25 mph to 20 mph.

- Mr. McFarlane discussed the process of determining which improvements could be implemented most quickly.
- Mr. Handley mentioned deliberating regarding Gold Status priorities that the Council could contemplate.
- Mr. Keller explained that the Joaquin Neighborhood is working with Mr. Keeslar on a grant to improve active transportation safety in that area. Mr. Shour has done studies on intersection improvement designs that would improve safety there.

Item 4 – Safe Routes to School Process and Update – Vern Keeslar

- Mr. Keeslar discussed the opening of Shoreline Middle School. A grant was received to help fill in portions of sidewalks on Provo's west side that have gaps in them. The design will take place in 2025 with construction in 2026.
- The new Edgemont Elementary School will open on January 15, 2025. Significant funds have been spent on sidewalks and infrastructure for safety in that area.
- Provo Engineering meets with school personnel and with Community Councils. When improvements around schools are requested, they are submitted to the principal. If the principal and School District recommend the improvements, Provo Engineering completes studies and implements improvements as warranted.

Item 5 – Railroad Quiet Zone Update – Vern Keeslar

There is only one crossing - 1700 South in Salt Lake City – that still needs to be improved. All other crossings have passed the Federal Railroad Administration requirements, so the quiet zones should be re-established in the near future.

Item 6 – Construction Projects Update – Vern Keeslar

- The 300 South Project was scheduled to be completed in May of 2025; it was finished six months earlier due to scheduling road closures.
- The University Avenue and Canyon Road Project is essentially completed; a few "punch list" items will be finished soon.
- The 2000 North Project has been completed.
- Construction will begin on the University Avenue Bridge in March or April of 2025. Construction will take two full years. This project requires extensive communication with UDOT, UTA and others.

Item 7 – Adjourn

The meeting was adjourned by Ms. McMurray at 1:30 PM. *The next TMAC Meeting will be held on January 16, 2024.*

A complete video recording, including closed captions, of the November 21st meeting can be accessed at:

<https://www.youtube.com/watch?v=G3kFegFrB1w>

GOING FOR GOLD AND BEYOND



BikeWalk
PROVO





10 NEWS BREAKFAST

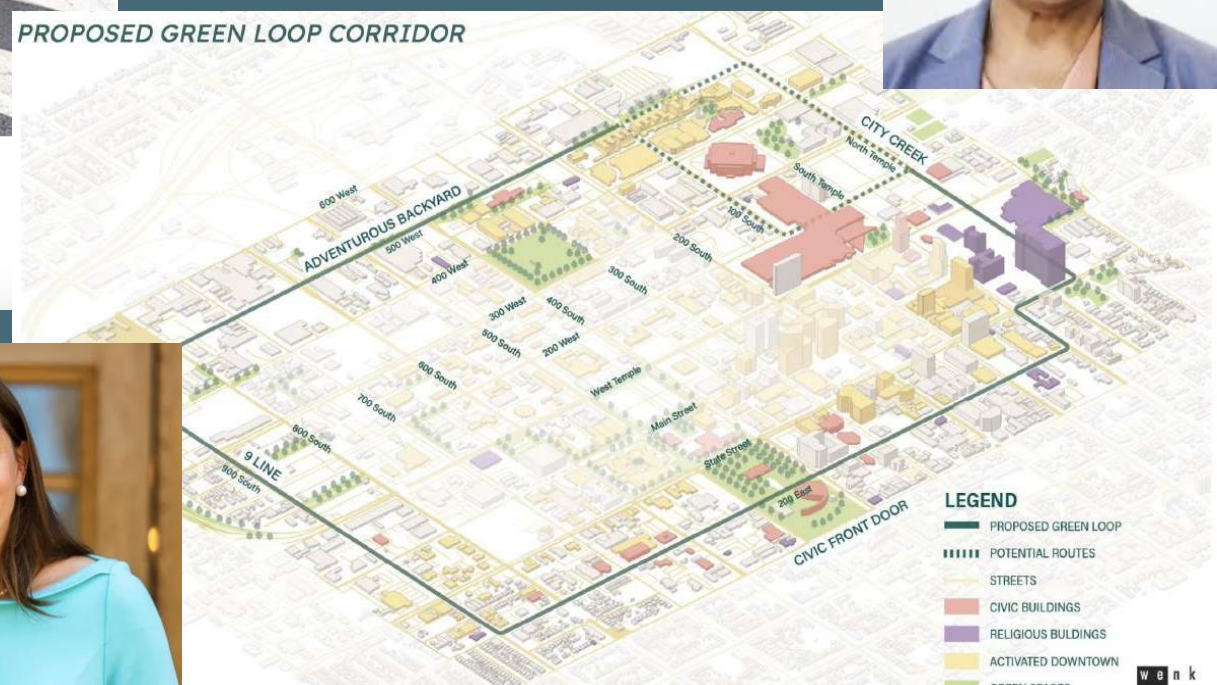
CAR-FREE OLYMPICS LA'S BOLD PLANS



July 8, 2024

Paris Adds 60 km of Bike Lanes in Build-up to the 2024 Olympic Games

PROPOSED GREEN LOOP CORRIDOR





City Goals

The 2013 Bicycle Master Plan called for Provo to be a gold-level Bicycle Friendly Community by 2020, and noted the 2010 General Plan called for the city to quadruple its length of on-street bike lanes to 80 from 21 by 2020.



2012: Recognized as **Bronze-level BFC**

2016: Moved up to **Silver-level BFC**

2020: Applied for Gold, renewed at **Silver**

2024: Still at **Silver**. Bikeway mileage at 90.

New Goals

2026: Be recognized as **Gold Bicycle Friendly Community**

2034: Become **Platinum Bicycle Friendly Community** in time for the Olympics. We recommend applying by 2032.



Awards Criteria- The 5 E's

Equity & Accessibility: A Bicycle Friendly America for Everyone

Engineering: Creating safe and convenient places to ride and park

Education: Giving people of all ages and abilities the skills and confidence to ride

Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling

Evaluation & Planning: Planning for bicycling as a safe and viable transportation option



THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880

2020 Report Card



PROVO, UT

TOTAL POPULATION

117,489

POPULATION DENSITY

2691

OF LOCAL BICYCLE FRIENDLY BUSINESSES

4

TOTAL AREA (sq. miles)

41.8

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Provo
High Speed Roads with Bike Facilities	35%	46%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	76%	34%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	UNKNOWN
Bike Month and Bike to Work Events	VERY GOOD	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	NONE
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 33K	1 PER 107K

CATEGORY SCORES

ENGINEERING

Bicycle network and connectivity

4.56 /10

EDUCATION

Motorist awareness and bicycling skills

4.32 /10

ENCOURAGEMENT

Mainstreaming bicycling culture

6.76 /10

EVALUATION & PLANNING

Setting targets and having a plan

4.51 /10

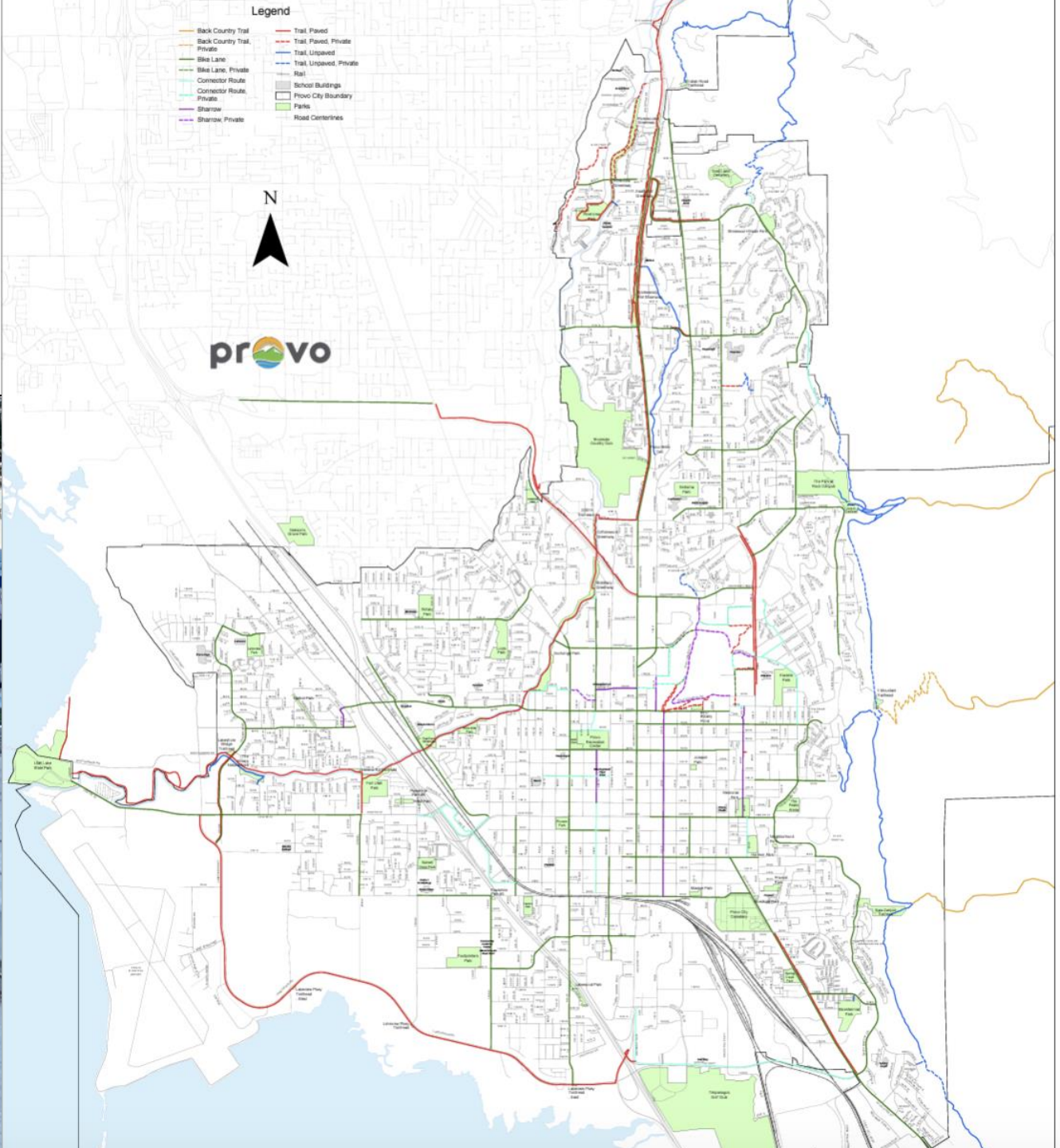
KEY OUTCOMES

	Average Gold	Provo
RIDERSHIP <i>Percentage of Commuters who bike</i>	5.1%	2.69%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	287	212.64
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	2.2	3.04

Provo, home of Brigham Young University

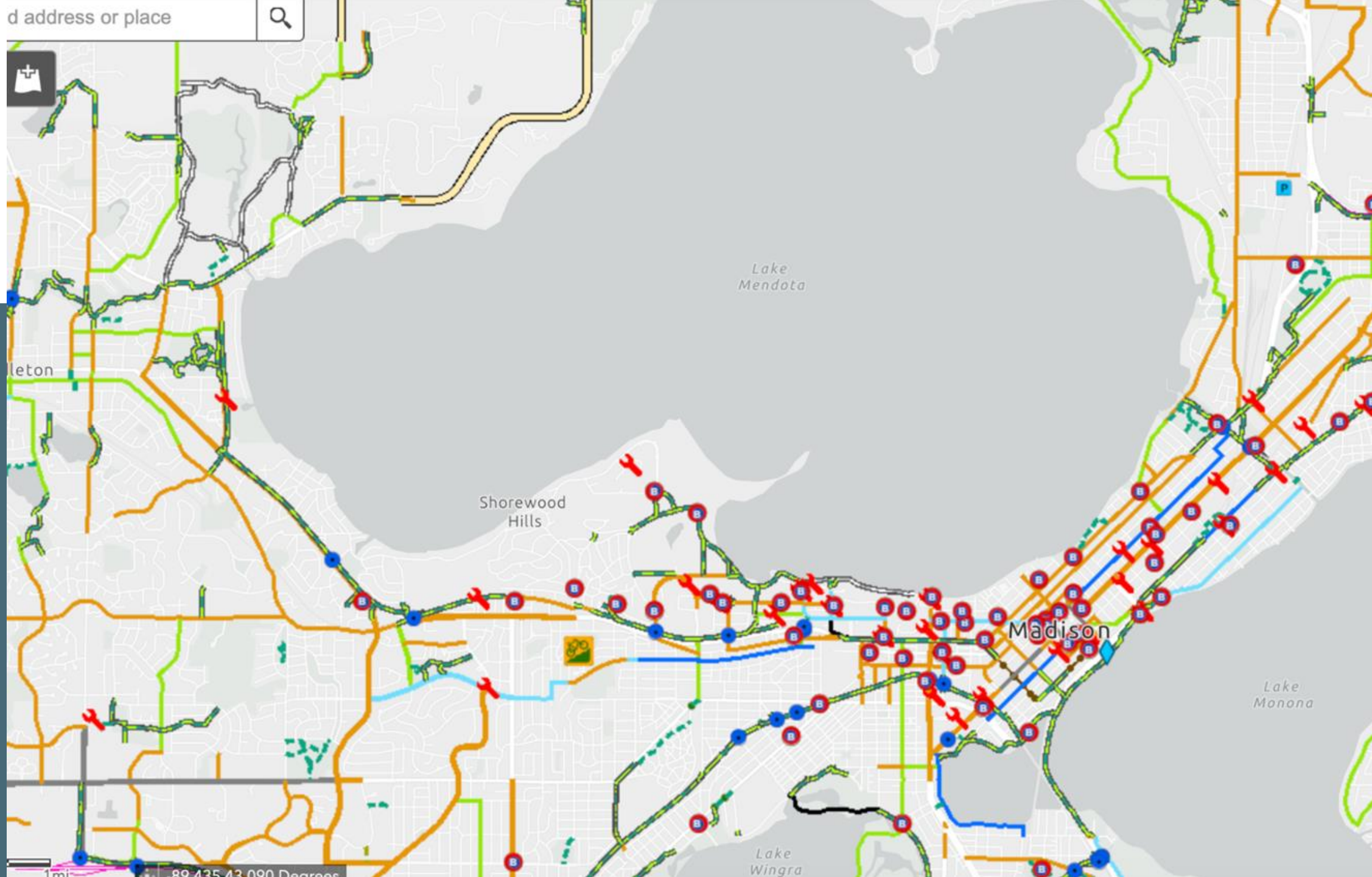
90 miles of bikeways

What is the difference between Provo's AT network and the following three platinum-level BFCs, all which are university-cities like Provo?



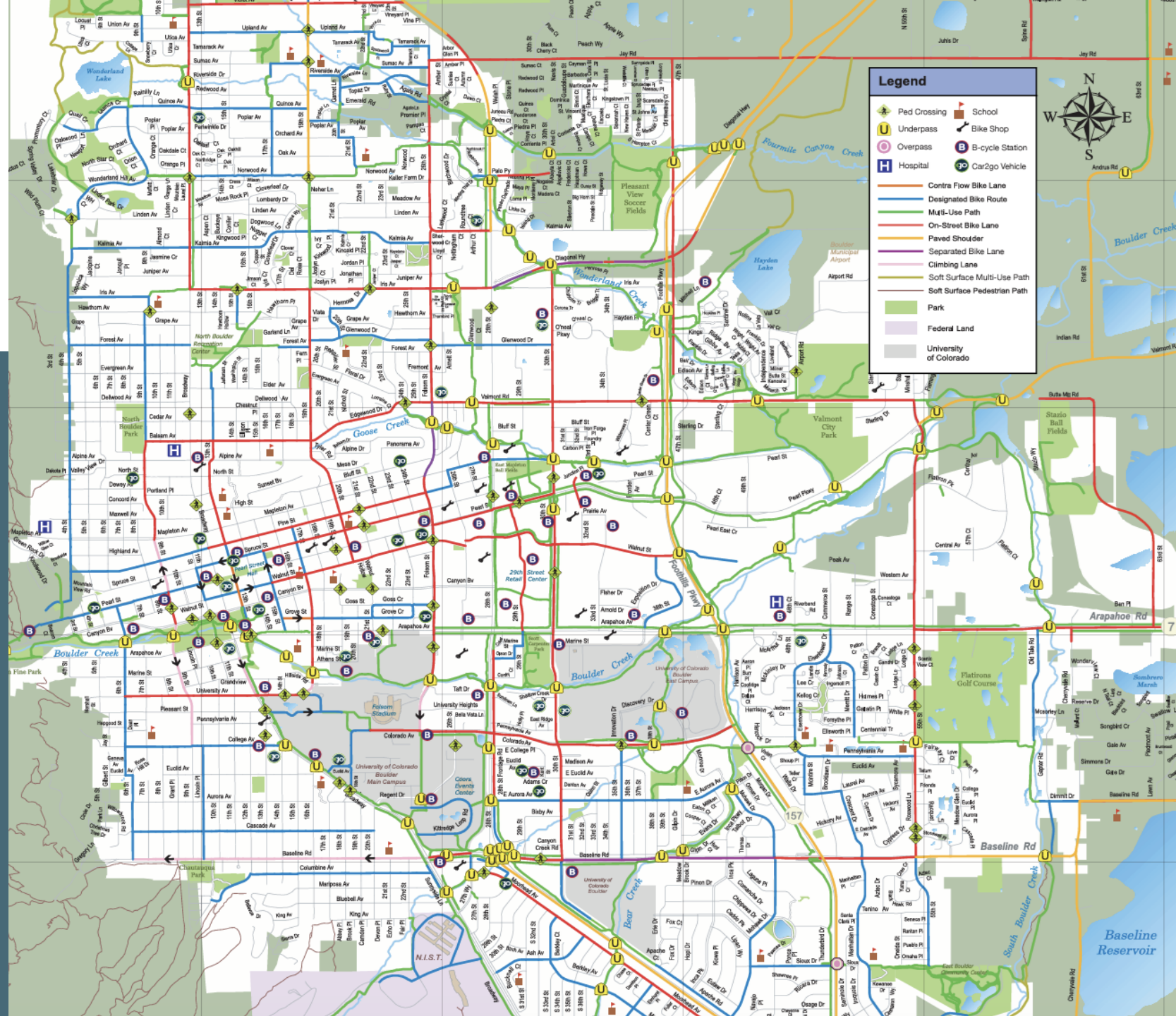
Madison,
home of the
University of
Wisconsin

200 miles of
bikeways



Boulder, home of the
University of
Colorado

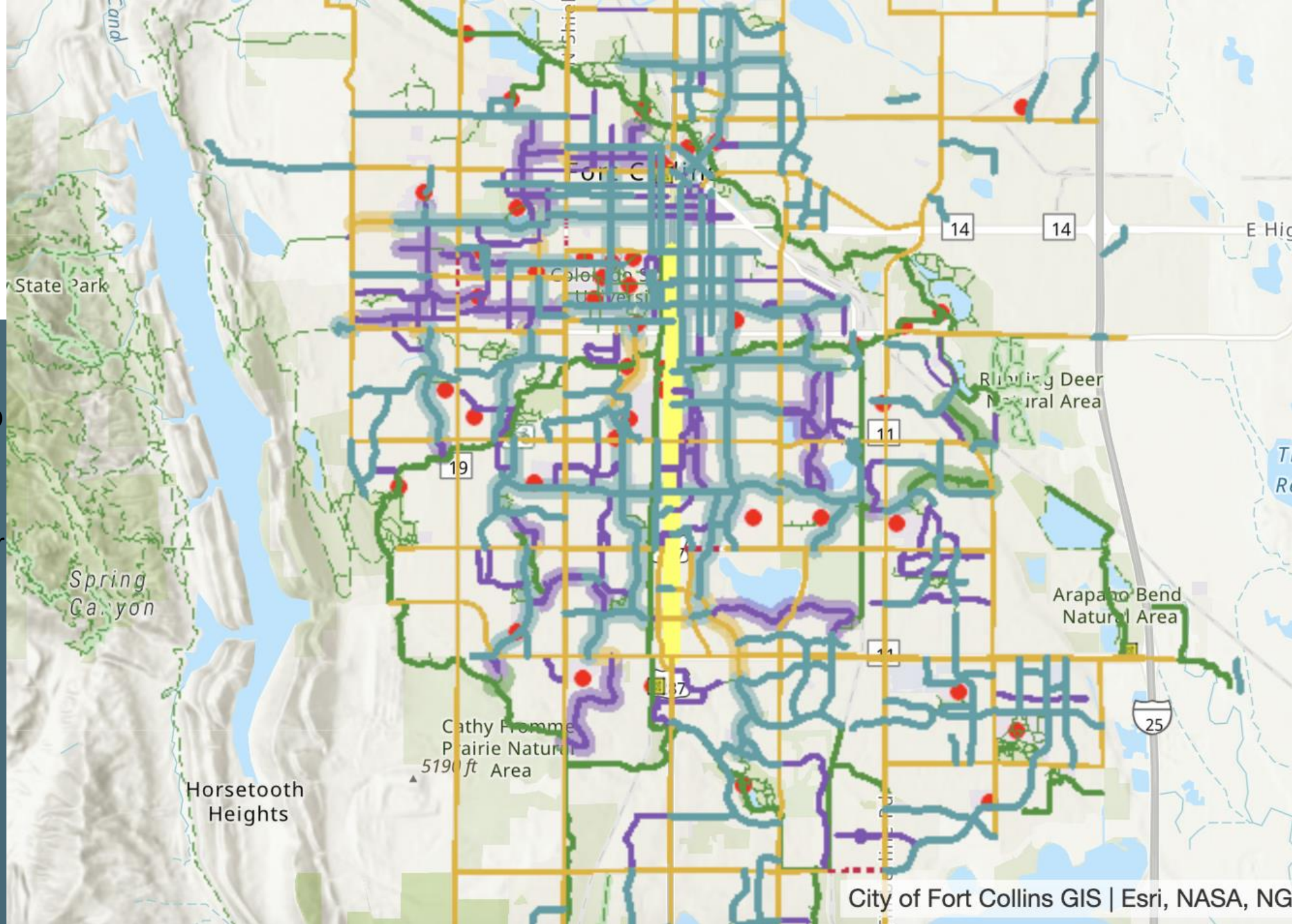
300 total miles of bikeways



Fort Collins, home of
Colorado State
University

200+ miles of bikeways

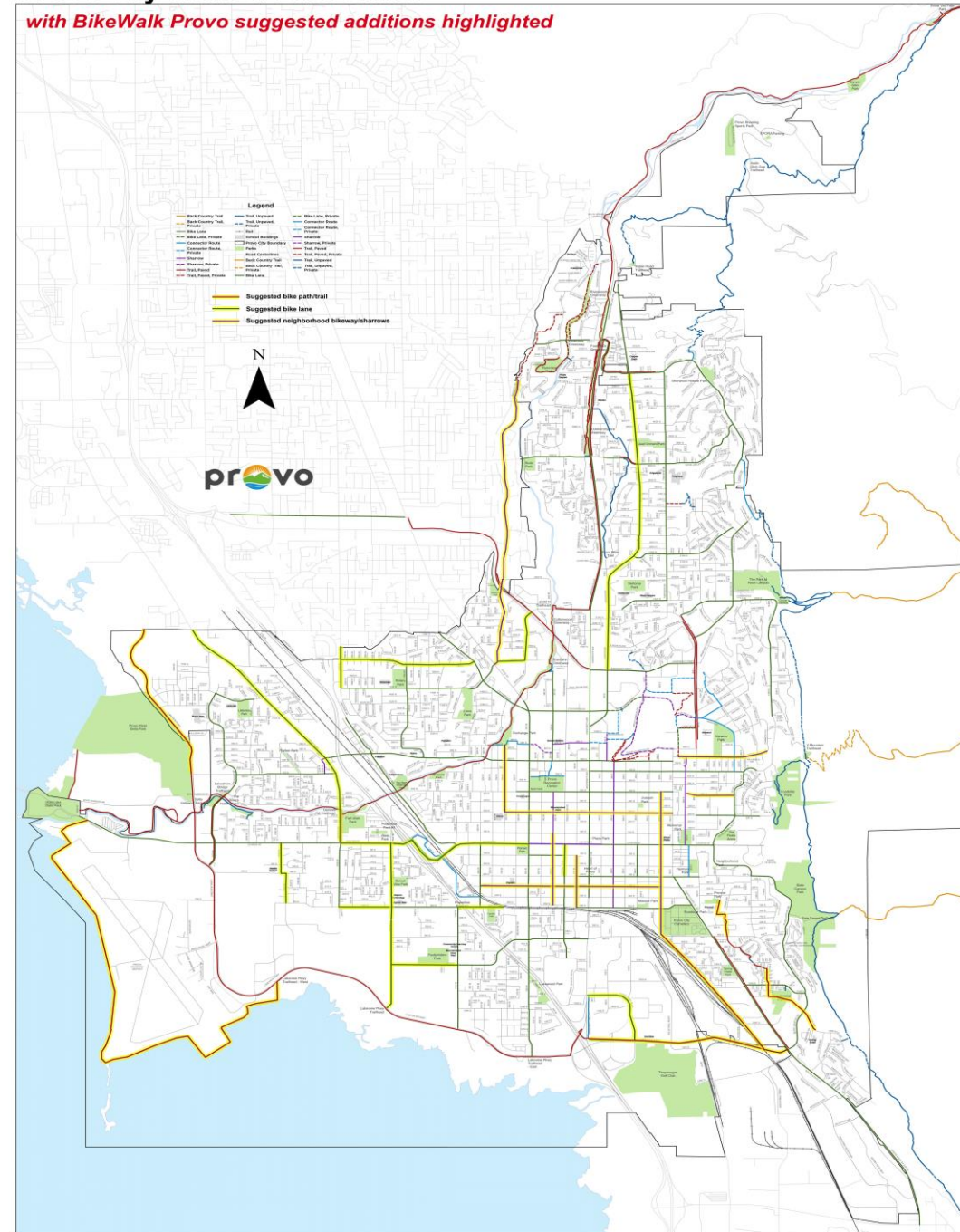
Similar climate to Provo,
similar sized university to
BYU about the same
distance from downtown,
BRT opened in 2014, per
capita higher but not like
“Republic of Boulder”



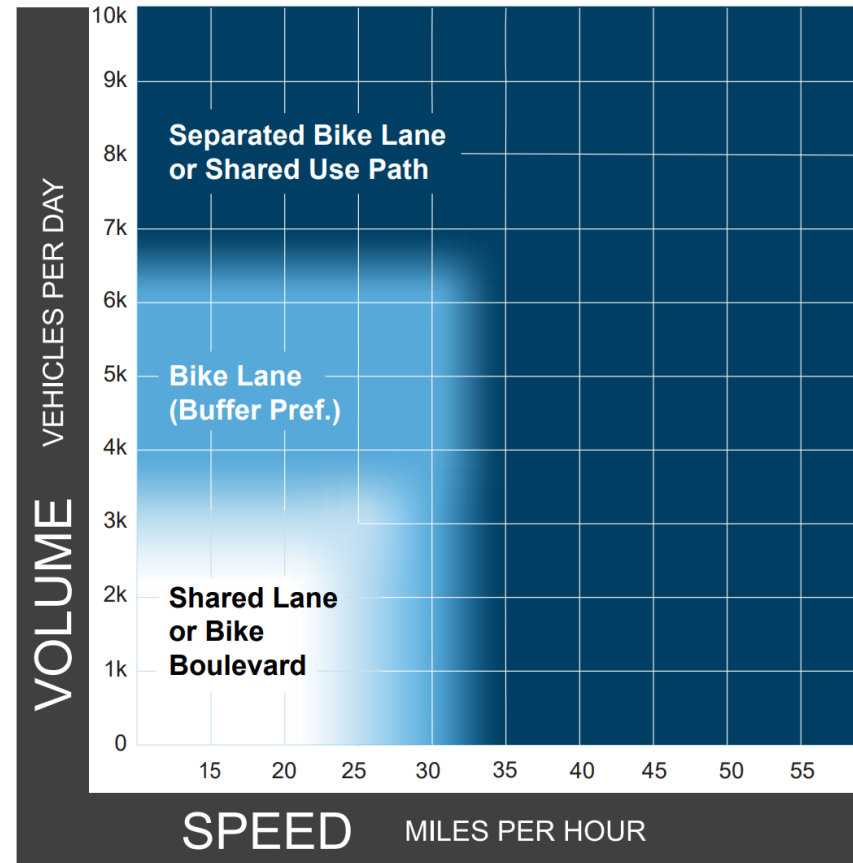


Provo City Trails & Bike Lanes

with BikeWalk Provo suggested additions highlighted



"Continue to expand and improve the bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume."



NHTSA Bikeway
Selection Guide

The 2020 Transportation Master Plan references the Engineering references the 2013 Bicycle Master Plan and offers infrastructure options but no selection criteria. Quantity (miles of bikeways) matter, but so does quality.

Madison “Neighborhood Bikeway”
Notice the partial closing of an entrance to the street
and Minneapolis’ use of plastic bollards





We are starting
to apply best
practices.

Let's continue
to do so.



We have closed or partially closed entrances to some streets. (560 N 900 E will be partially closed next year.)

We can and should do more. (It helps that we are built on a grid system.) And can do so inexpensively.



"Adopt a Complete Streets policy and create implementation guidance."

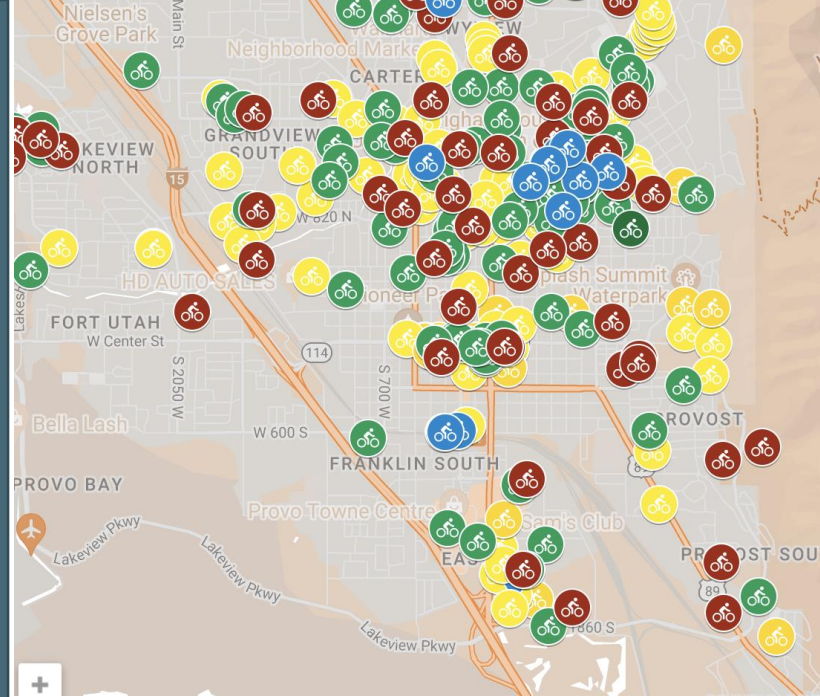


The city adopted a Complete Streets Policy in 10/2021.

Does not appear to have implementation guidance.

Let's make it and our Vision Zero goals as robust as SLC's. (Our lives are as valuable as theirs.)

"Continue to increase the amount of high-quality bicycle parking throughout the community. Ensure that APBP-compliant bicycle parking is available in areas near popular destinations."



BikeWalk Provo, Provo City, and the Provo School District have worked together to install dozens of bike racks.

"Continue to expand bicycle safety education to be a routine part of education for students of all ages. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools."



Engineering and Provo School District have improved collaboration on Safe Routes to School. More needs to be done to improve infrastructure and bolster programming.

8 schools participated in Bike to School Week this fall⁷

"Develop a community-wide trip reduction ordinance/program, commuter incentive program, and a Guaranteed Ride Home program to encourage and support bike commuters in Provo."



This program does not yet exist.

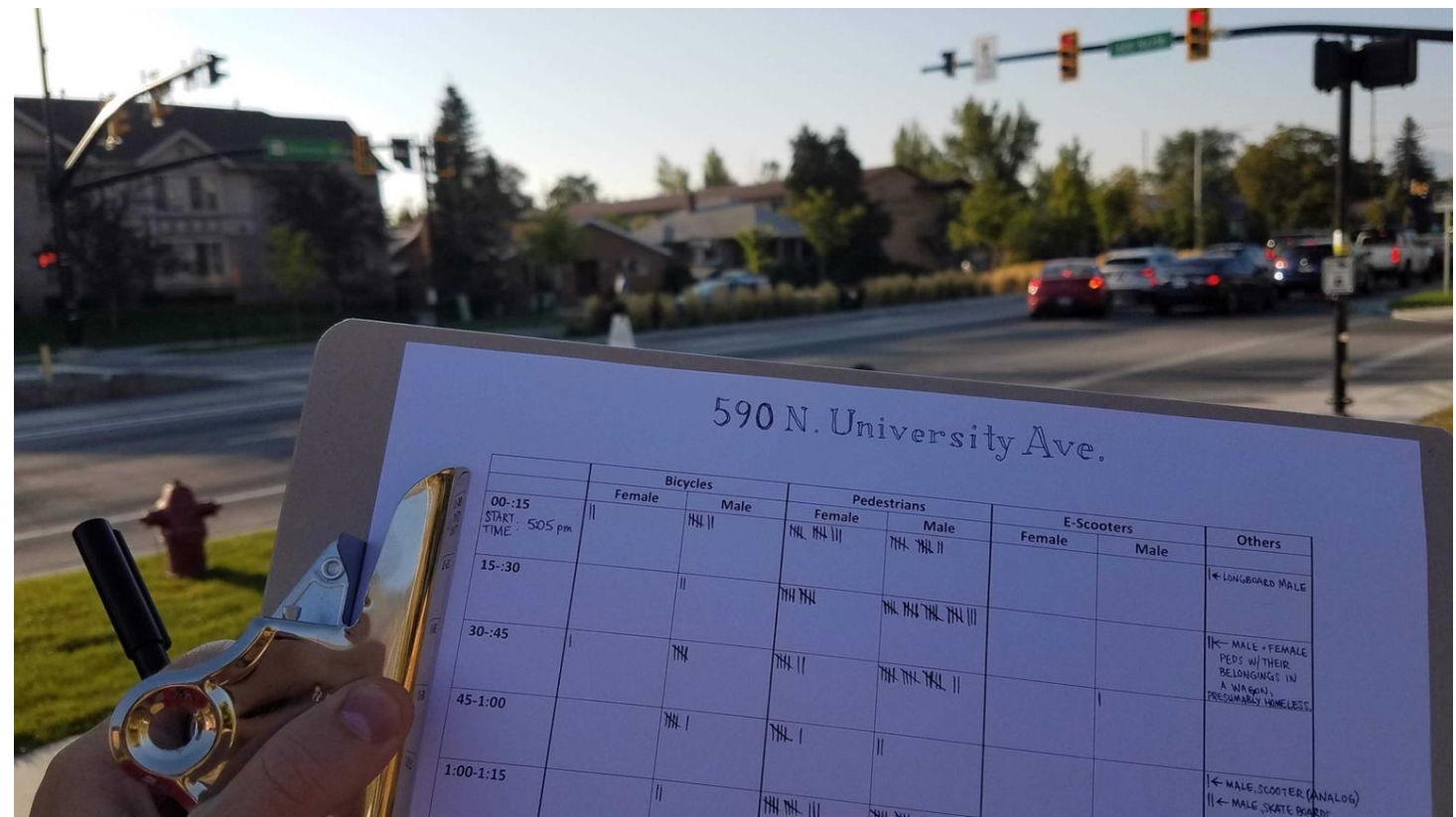
Park City Municipal runs a commute incentive and guaranteed ride home program that Provo City could model one after. Fort Collins and CSU have worked hand-in-glove to reduce single occupant automobile commutes to campus to less than 50%, including for athletic events.

"Establish a dedicated annual budget for implementation of your Bicycle Master Plan, in addition to funding for ongoing bicycle programming and infrastructure development/maintenance. Establish and adopt specific measurable goals to better benchmark and track the success of your bike plan."



BWP and Engineering discussed, and Gordon assured us that active transportation is receiving more funding without dedicated funding than we would with it.

"Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress."



BikeWalk Provo conducts annual counts in every September and supplies this data to the city.

The city has yet to set targets.

"Create an official Bicycle & Pedestrian Advisory Committee (BPAC) to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community."



TMAC code states that there should be at least one representative of a “community-oriented organization.”

The committee reflects a diversity of cyclists, but as they say representation matters. Do we need a separate committee to make transit and active transportation a priority?

”Increase the amount of staff time spent on improving conditions for people who bike and walk, perhaps by creating a new dedicated active transportation coordinator position.”



Engineering staff has notably increased the amount of time and attention they give to active transportation infrastructure. We have superb personnel **now** but they don't have enough time to make active transportation a priority. Need dedicated staff, more funding and better policies.

In summary:

Go for the Gold BFC and beyond!

And ...



Provo City needs to lead by example and re-apply for Bicycle Friendly **Business** status and move up to Silver.
The Mayor agreed; Hannah leading effort.



Residents want safe streets and drivers to not drive at high speeds through neighborhoods. **Let's designate all residential streets 20 mph.**

A large group of people, including adults and children, are gathered in a paved parking lot. Many of them are with bicycles, some of which have child seats or cargo baskets. The people are dressed in casual summer attire. In the background, there is a green grassy field, a chain-link fence, and a line of trees. Beyond the trees, a range of large, rugged mountains with rocky peaks rises against a sky filled with soft, grey clouds. The overall scene suggests a community event or a group outing on a pleasant day.

THANK
YOU