

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

**September 26, 2024 Minutes**

### **Item 1 – Introductions**

The meeting began at 12:30 PM with Ms. McMurray conducting; those present introduced themselves. Mr. David Keller introduced himself as the newly appointed TMAC member for District 5; no one attended by Zoom.

### **Committee Members**

Joy McMurray – District 2, Committee Chair

Beth Provence – District 3

Noah Gordon – District 4

David Keller – District 5

Lisa Jensen – Planning Commission Member (At Large)

Greg MacFarlane – Academia (At Large)

David Hurtado – Alternate

### **City Staff**

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

Gordon Haight – Public Works Director

Sandra Bussio – Development Services, Parking Program Manager

Boden Golding – Development Services, Parking Enforcement Supervisor

Mary Barnes – Development Services Planner II

Lt. John Orgill – Provo Police

Sgt. Steven Brough – Provo Police

### **Council Members**

Katrice Mackay – Council Chair

George Handley – Council Member

### **Others Attending**

Tana Hoover - Resident

### **Item 2 - Action Item - Approval of June 27, 2024 TMAC Meeting Minutes**

Ms. Provence moved that the minutes of the June 27, 2024 meeting be approved; Mr. MacFarlane seconded the motion and the minutes were unanimously approved.

### **Item 3 – Action Item – Approval of August 15, 2024 Minutes**

Ms. McMurray moved that the minutes of the August 15, 2024 TMAC meeting be approved; Ms. Jensen seconded the motion, and the minutes were unanimously approved.

#### **Item 4 – Possible Action Item – TMAC Draft Bylaws – Joy McMurray**

A discussion was held on the revised version of TMAC Draft Bylaws; these bylaws were drafted by Mr. Keeslar. Minor wording changes were made, and other changes were discussed. As the bylaws details were interpreted and clarified; minor revisions were made. Ms. McMurray moved to adopt the bylaws with changes discussed and Mr. Keller seconded the motion. The revised bylaws were unanimously approved.

#### **Item 5 – Construction Projects Update – Vern Keeslar**

- 1) Oakmont Lane and /Oak Cliff Drive intersection: A barrier is being constructed in preparation for Wasatch Elementary School opening. A crosswalk will be placed there to improve the safety factor for school children. Ms. McMurray mentioned that she walked through that area and was impressed with the design.
- Council Chair McKay asked what level of participation the School District would have with funding the Oak Cliff/Oakmont barrier. Mr. Haight explained that Provo School District will put a sidewalk adjacent to their property. Provo City encouraged the School District to help fund the barrier, but that didn't happen. Mr. Keeslar stated that the wall was designed in-house. Ms. Danielle Nixon, a Provo City engineer, has done a good job as the project manager.
- 2) 300 South Project: Progress is being made and various sections are being opened. Mr. Keeslar mentioned that Provo is the only city in the state which UDOT has allowed to install this type of bicycle crossing; the crossings have received favorable comments. Concrete is preferred over asphalt; much less maintenance is required on concrete roads.
- 3) Canyon Road and University Avenue intersection: The signal poles and mast arms at this intersection are being powder-coated; installation will then take place, and the intersection will be finished in October.

#### **Item 6 – Delineator Treatments – Vern Keeslar**

- 1) Mr. Keeslar explained that we are experimenting with delineators on some Provo City streets to help people become better and safer drivers.
- 2) Grandview Hill was the first area to have delineators installed.
- 3) People were using the bike lane as a right turn lane on Cougar Boulevard; delineators will show that it is not a right-turn lane.
- 4) It's illegal to park within 20' of a crosswalk; delineators at 600 West and 500 North by Timpanogos School should help reinforce this regulation.
- 5) Mr. MacFarlane stated that delineators are great to help keep crosswalks clear, but they don't protect from distracted drivers. It was agreed that nothing will totally prevent distracted driving.

#### **Item 7 – Connected Communities Summit Update – Lisa Jensen**

Ms. Jensen and Mr. Keeslar attended the Connected Communities Summit, which was held in Provo last week. Ms. Jensen shared material presented at some of the sessions she attended:

- 1) In Salt Lake City (SLC) there is a move to make Main Street bicyclist and pedestrian friendly. This conversion may also be tried on SLC Center Street. Some sections of Main Street have been shut down as different ideas/focuses are tried. This may be something Provo City could look at doing.
- 2) St. George is using grant funding to improve their trail system. They are working with surrounding communities on trails that are used by hundreds of people every day. Collaboration includes installing uniform signage and focusing on educating trail users on the rules of the road, which are important to follow on mixed-use trails. A level of service calculator can evaluate trails depending on use; this helps determine what the optimum width of a trail should be.
- 3) One speaker stated that if you are planning a park, it shouldn't be built without provisions for bicyclists and pedestrians to get to the destination safely. This could also apply to malls, transit stations and other destinations that serve mixed-use populations. "The best tool to make a community walkable is your zoning ordinance."
- 4) Another key idea is, "Don't let the perfect get in the way of the good." Trial proposals and pilot programs could be used until everything is in place to finalize a project.
- 5) The concept of "sweet streets" was presented. In this case, "sweet" means you have a sweet experience using the street. This idea focuses on proactively planning streets instead of reacting to crashes; a good example of this approach is the Wasatch School barrier. We can't improve human behavior, but we can create systems to help with human mistakes; the responsibility to be safe is shared among drivers, bicyclists and pedestrians.
- 6) Guidelines on speed limit standards were given:
  - If the speed limit is more than 15 mph, pedestrians should not be on that street.
  - At 20 mph, crossing the street should only take place at the corners.
  - At 30 mph or more, no bicyclists or pedestrians should be unprotected by barriers or signals.
  - A street with a speed limit of 40 mph should have a physical center barrier.
- 7) Lehi City is working with a consultant to place roads on a "road diet" – eliminating one lane on Main Street would be a goal in that city.
- 8) UDOT has been tasked with designing an interconnected state-wide trail system.
- 9) Key points: safety is proactive, redundancy is crucial, death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, and responsibility is shared.

Several worthwhile ideas were presented at the Summit and Provo was recognized for active transportation achievements. Further meeting discussion took place regarding Provo's trails, including funding recently received from Mountainland Association of Governments (MAG) for a study of a trail connecting Provo to Springville.

Mr. Keeslar mentioned that Mayor Kaufusi gave the welcome and opening address at the Summit; because Provo was the host city, the Provo staff was very involved in

helping run the Summit. Many compliments were received regarding active transportation in Provo City.

#### **Item 8 – BYU Home Game Update – Kaehan Shour**

Mr. Shour explained that three years ago, BYU home games and the Stadium of Fire traffic control was based at the Orem Traffic Operation Center with Orem taking the lead on these events. Recently, traffic control for the Stadium of Fire and three of BYU's home games has been moved to Provo's Traffic Operation Center in our Public Works Building. Orem City's facility is used for three of the games as we maintain the relationship between the two cities.

Traffic control for events requires substantial coordination. Those involved include engineers from Orem and Provo, Provo and BYU Police, UTA officers, Utah Highway Patrol, and UDOT traffic representatives. Seven or eight traffic people meet to coordinate traffic control for each event; the goal is to provide the safest and quickest options to get into and out of the stadium.

Further discussion included using bicycles and scooters for transportation for BYU games and other events. It was noted that more parking is needed for bicycles and for scooters.

#### **Item 9 – Adjourn – Joy McMurray**

The meeting was adjourned by Ms. McMurray at 1:16 PM.

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*The October 2024 TMAC Meeting will be held on October 24<sup>th</sup> to accommodate the Fall Break schedule for some school districts in the area.*

A complete video and audio recording, including closed captions, of the September 26, 2024 meeting can be accessed at:

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