FEBRUARY 20, 2025
Provo Transportation and Mobility Advisory Committee Meeting
DRAFT

Item 1 – Introductions

The meeting began at 12:31 PM with Ms. Joy McMurray conducting; those present introduced themselves and are listed below.

Committee Members

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

Provo City Staff

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

Council Members

Katrice McKay – Council Member
George Handley – Council Member

Item 2 - Action Item - Approval of January 16, 2025 TMAC Meeting Minutes

Mr. Macfarlane moved that the minutes of the January 16, 2025 meeting be approved; Ms. McMurray seconded the motion, and the minutes were unanimously approved.

Item 3 – Micromobility Update and Discussion – Development Services, Police, and TMAC

Ms. Provence introduced this subject as something that has been gaining momentum throughout Provo. A definition of micromobility, including standards, licensing and how micromobility affects development in Provo City may be part of this discussion.

- Ms. Sandy Bussio gave a 2024 update on Bird, the company that is contracted to provide e-scooter and e-bike services in Provo. The data shows that riders utilize the service year-round, with a concentration of usage during the academic year when students are present. Complaints are mainly related to clutter and improper parking; the average response time for resolving the complaints is approximately two hours. Bird's contact information is on the Provo City webpage; a pdf titled, *Micromobility* containing the Bird presentation is included with these minutes.
- Sargeant Brough explained that late last year the Police Department worked with Provo City Legal to produce a chart that shows information on various micromobility vehicles. The data includes where vehicles are (and are not) allowed to operate in Provo City, as well as regulations pertaining to different vehicles and the City or State Codes that apply to specific regulations. A pdf of the chart is included with these minutes and is titled, *Which Wheels Go Where*.

  Discussion included complaints about speeding, failure to yield to pedestrians, and micromobility safety, especially on city streets. More discussion was held on safe driving practices that should be followed by regular vehicle operators as they interact with micromobility users. Because micromobility is evolving, guidelines will need to be updated.
- Mr. Hurtado, owner of The Scooter Lounge business in Provo, clarified definitions of some micromobility vehicles and discussed micromobility trends. He believes the information that is contained on the chart would be helpful to the public if there is a way to distribute it. Sgt. Brough indicated he would ask the Police Public Information Officer to make this available on Provo's website.
- Mr. MacFarlane pointed out that we have two types of transportation infrastructure: sidewalks, which are meant for walking and roads, primarily meant for driving. He stated, "…that describes two modes of transportation, and there are 15." Until better infrastructure is provided for micromobility, we need to deal with the fact that sometimes micromobility users will travel on sidewalks and other times they will be on the road.

As Provo continues to explore the implications of micromobility, there is a need for thoughtful planning and regulation to ensure that these transportation options can coexist with our current infrastructure, meeting the needs of micromobility users and other vehicle drivers. This topic will undoubtedly be the focus of future transportation planning for Provo City.

Item 4 – Station Area Plans Transportation Maps – Hannah Salzl

Ms. Salzl presented a brief update on Provo's Station Area Plans including the information below. Due to time restraints, she discussed general information and then showed a more detailed look at the 2230 North Station; she invited the TMAC to review the entire presentation on their own.

- The State requires cities with fixed BRT and FrontRunner stations to create land use plans for areas around the stations (1/4-mile radius for BRT, 1/2-mile radius for FrontRunner). The plans are required to address housing, transportation, environmental sustainability, and access to opportunities. Before the end of 2025, the State must review and approve the plans, and the cities must adopt zoning that matches the future land uses in their plans. Planning sought TMAC's input on future active transportation routes within all of Provo's station areas. Provo must make plans for the following stations: 2230 North, Joaquin, Academy Square, 300 North, Center Street, 400 South, and FrontRunner.

Ms. Salzl requested feedback from the TMAC on Provo's Station Area Plans; comments should be emailed to her by March 6, 2025. A pdf of this presentation is included with these minutes.

Item 5 – Adjourn

- The meeting was adjourned by Ms. McMurray at 1:37 PM. *The next TMAC Meeting will be held on March 20, 2025.*

A complete video recording, including closed captions, of the February 20, 2025 meeting can be accessed at this link:

Provo City TMAC | February 20, 2025

Provo City

Bird Micromobility

2024 Update

Sandy Bussio - Parking Program Manager

Development Services

February 20, 2025

BIRD

Hey, Provo!

Here's a glance at 2024 with Bird:

8.8
Metric tonnes of CO2 saved

38,728
Total rides

63,429
Total miles traveled

7,484
Total Unique Users

5.2
Avg. Rides per User

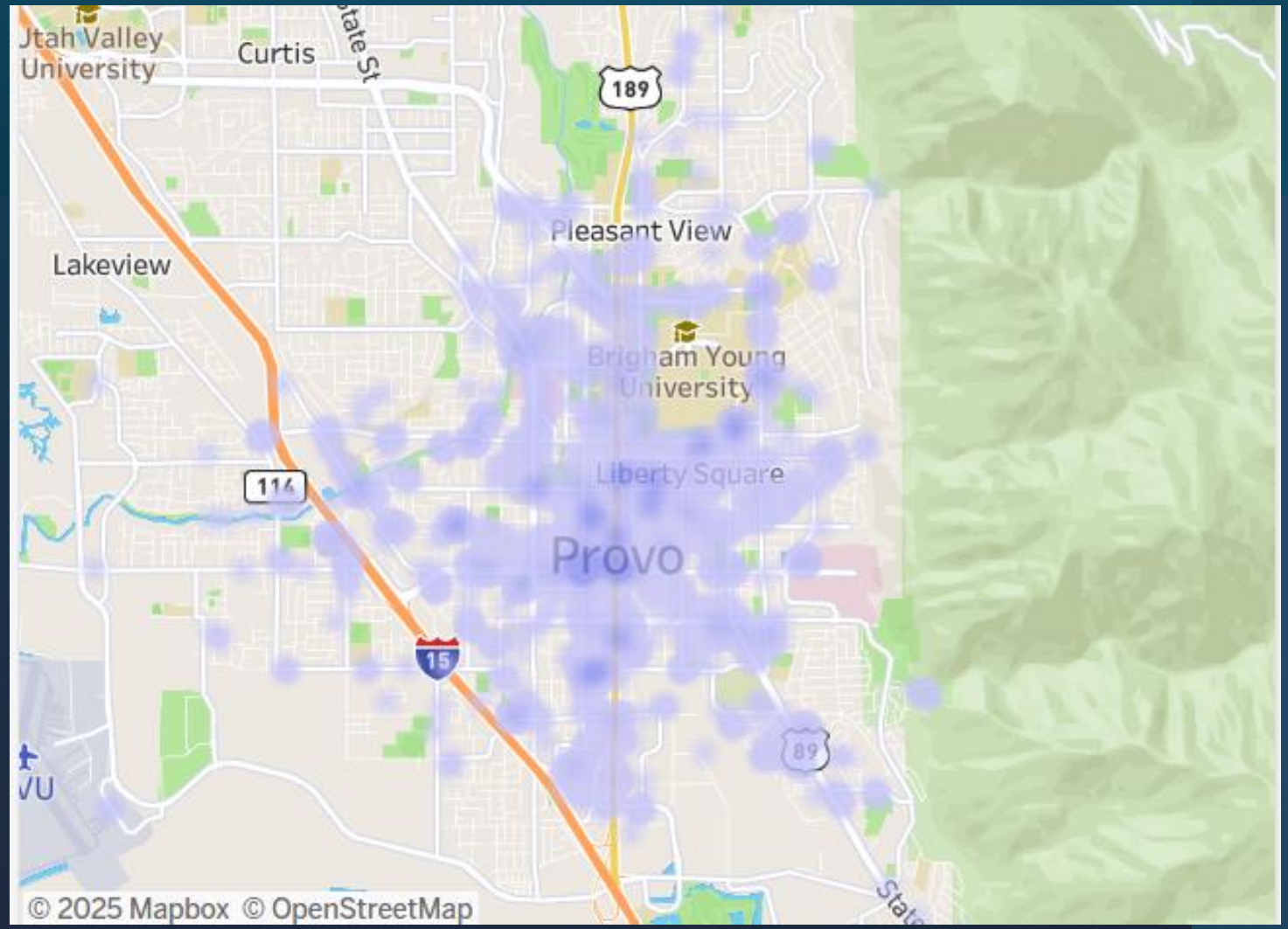
1.64 miles
Avg. Distance per Ride

12.5 min.
Avg. Trip Duration

Provo has truly embraced Bird and micromobility year-round, demonstrating its popularity among both residents and University students. The data indicates consistent ridership, with sustained use even during the summer months when visitors flock to the area to enjoy the beautiful weather, nature, vibrant community, and local businesses.
One thing remains clear: Bird plays a vital role as a first- and last-mile solution throughout Provo. This is evident from the average trip duration, which highlights how seamlessly Bird integrates into the everyday movement of locals and tourists alike, making it a reliable and efficient mode of transport.

Data Metric	**BYU 2024 Dates:** January 8th - June 21st; September 4th - December 18th *79% of the year*	**Non-University Dates:** January 1st-7th; June 22nd - September 3rd *21% of the year*
Total Rides	26,671 rides	11,761 rides
Avg. Rides per Day	0.6 rpd	0.5 rpd
Total Miles	42,061 miles	21,131 miles
Avg. Distance per Ride	1.58 miles	1.56 miles
Avg. Trip Duration	12.11 minutes	11.91 minutes
Total Unique Users	5,960 users	2,882 users
Avg. Rides per User	4.47 rides	3 rides

Bird has been helping riders get around Provo with ease! Check out this rider map to see how the service is making mobility more accessible.

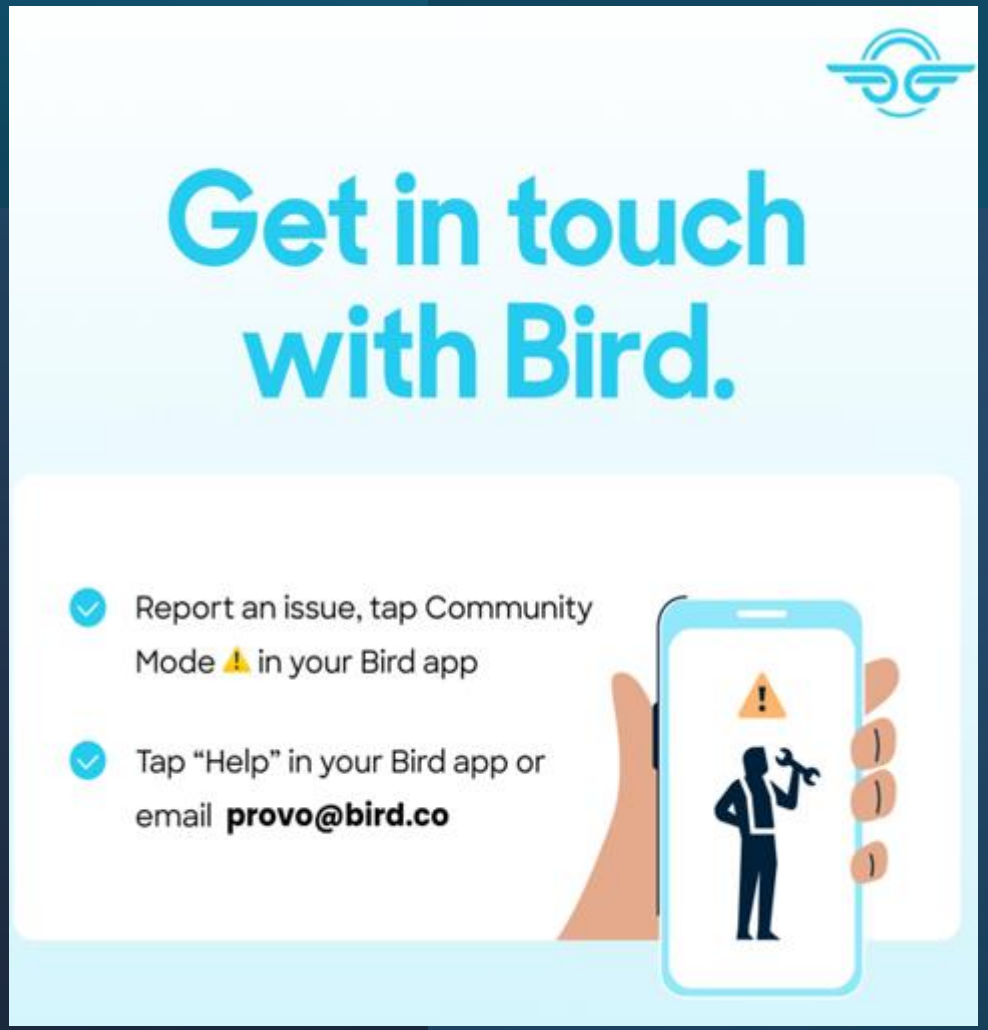


In 2024, Bird received 53 complaints, all of which were resolved within an average of 2 hours. These complaints were primarily categorized as 'clutter' or 'removal requests.

- **Community Mode:** Community Mode is accessible by clicking the " ⚠️ " in the bottom left corner within the Bird mobile app. Click this button, and you'll find three separate options: report a "Badly Parked Bird'', "Damaged Bird", and "Contact Bird". You do not have to be a rider to use this feature (only have to have the app downloaded).
- **Bird Ticket Online Request:** Submit a general help request or report a misparked or misplaced Bird.
- **hello@bird.co**: Our general support email address. If riders/constituents would like to reach out over email, this is the address
- **+1 (866) 205-2442**: Our 24/7 support line if the community would like to reach out over the phone

Social Media:

- Instagram: @bird



VEHICLES	ALLOWED	NOT ALLOWED	REGULATIONS	CODE
E SCOOTER & MOTOR ASSIST UNDER 2000 W MAX 20 MPH 	• Road • River Trail • Private Property • Non-restricted sidewalks	• Restricted sidewalks • Park Turf • Walking Trails	• Road rules apply • River Trail speed 15 MPH • Non-restricted sidewalks <10MPH • Restricted Sidewalks: Center St. Mall & Downtown Univ. Ave. • Helmets advised	City Code Sidewalk Speed 9.32.170(2) City Code Downtown Restriction 9.32.170(9)
PEDAL BIKE 	• Road • River Trail • Private Property • Non-restricted sidewalks	• Restricted sidewalks • Park Turf • Walking Trails	• Road rules apply • River Trail speed 15 MPH • Non-restricted sidewalks <10MPH • Restricted Sidewalks • Helmets advised	City Code Trail Speed 9.19.060 City Code Sidewalk Speed 9.32.170(2) City Code Downtown Restriction 9.32.170(9)
E-ASSISTED BIKE (EAB) UNDER 750 W 	• Road • River Trail • Private Property • Non-restricted sidewalks	• Restricted sidewalks • Parks • Walking Trails	• Road rules apply • River Trail speed 15 MPH • Non-restricted sidewalks <10MPH • Restricted Sidewalks. • <16 cannot operate class 3 EAB • <14 cannot operate on public property without adult supervision. • <8 cannot operate any EAB • Helmets advised	City Code Trail Speed 9.19.060 City Code Sidewalk Speed 9.32.170(2) City Code Downtown Restriction 9.32.170(9) State Code Age Limits 41-6a-1115.5
E-DIRT BIKE (SURRON/TALARIA) PEGS, NOT PEDALS 	• Road (Lic, Reg, Ins) • Off Road (Reg) • Private Property	• Sidewalks • Parks • Walking Trails • River Trail	• Road rules apply • DMV registration (off and on road) • Licensed MC endorsement (on road) • Insurance (on road) • Helmets required <18 • State OHV Education Course 18> • State OHV License <18 or unlicensed	State Code OHV Course 41-22-30
MOTORCYCLE & DIRT BIKE 	• Road (Lic, Reg, Ins) • Private Property	• Sidewalks • Parks • Walking Trails • River Trail	• Road rules apply • DMV registration • Licensed MC endorsement • Insurance • Helmets required <18	City and State Regular Road Use Codes apply
GOLF CART 	• Private Property • Golf Course	• Roads • Sidewalks • Parks • Walking Trails • River Trail	• No on-road permission in Provo City	State Code NO hwy use 41-6a-1510
ATV/UTV/SxS 	• Road (Lic, Reg, Ins) • OHV Trails • Private Property	• Sidewalks • Parks • Walking Trails • River Trail	• Road rules apply in public • DMV registration (off and on road) • Licensed operator for road use • State OHV Education Course 18> • State OHV License <18 or unlicensed • Helmets required <18	State Code OHV Course 41-22-30

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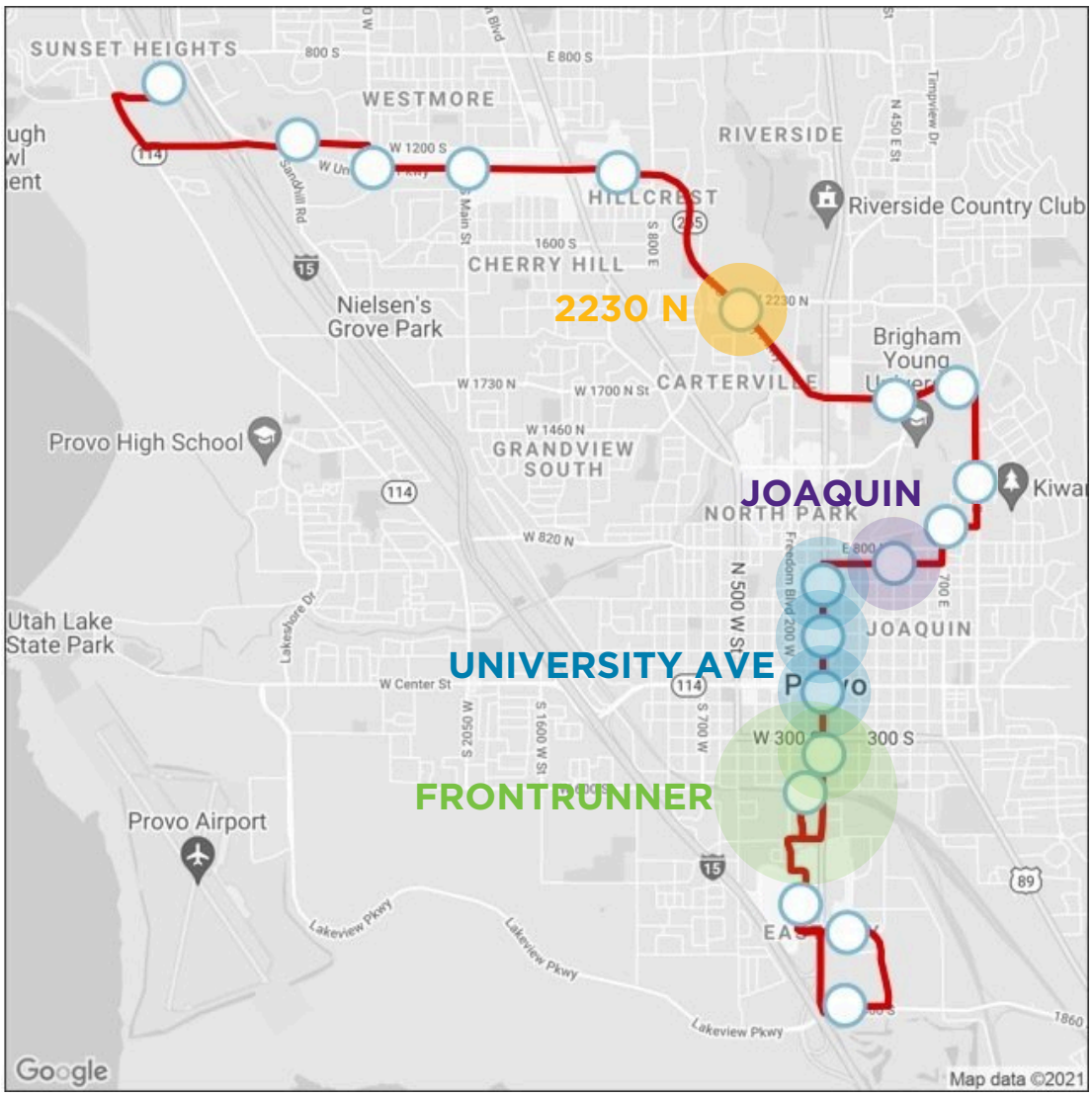
STATION AREAS AND OBJECTIVES



STATIONS WITHOUT COLORED CIRCLES DO NOT REQUIRE PLANS

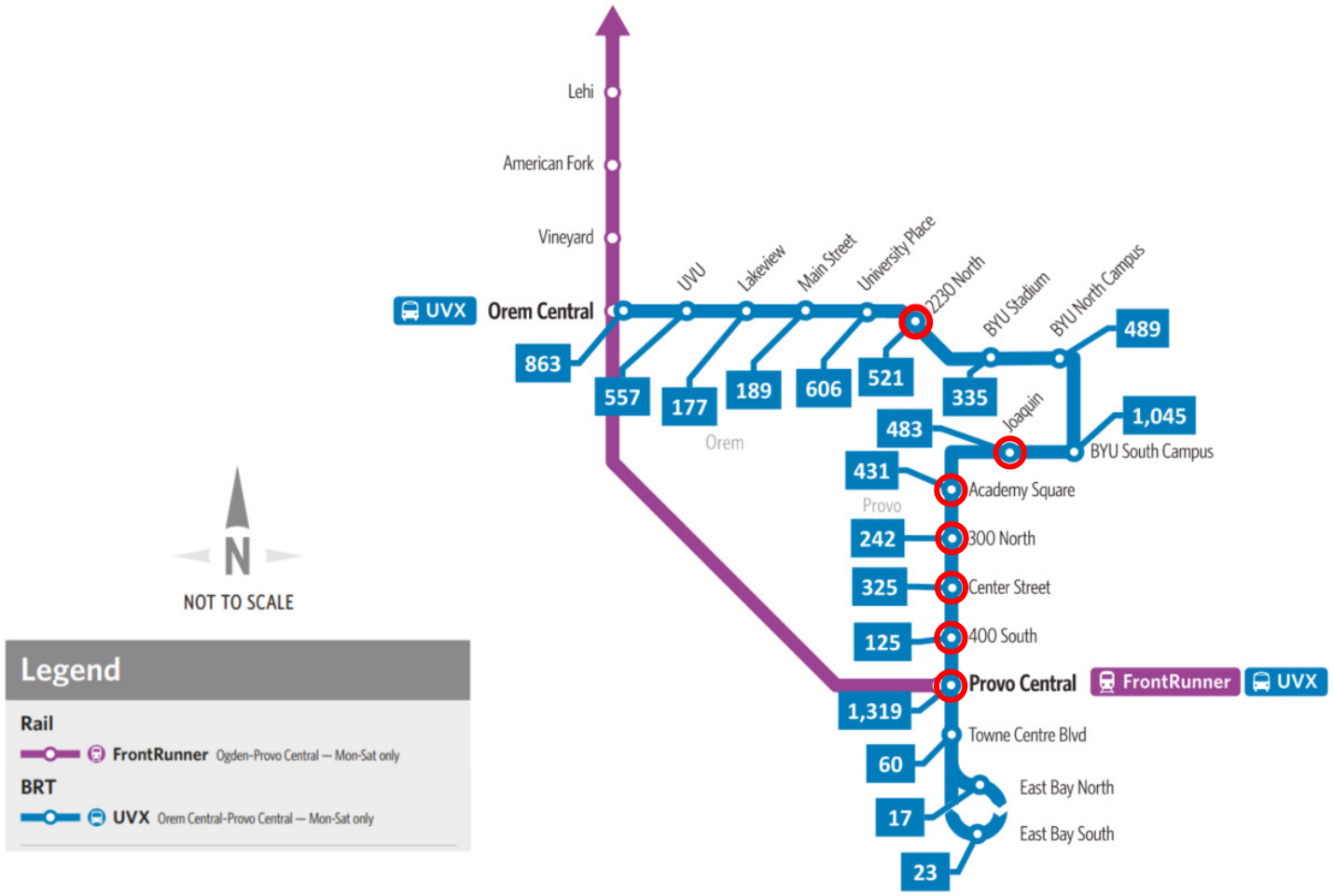
STATE OBJECTIVES AND PROVO'S INTERPRETATION

HOUSING	Increase the availability and affordability of housing	Focus on strategic redevelopment and infill close to the stations, emphasis on for-sale units
ENVIRONMENT	Promote sustainable environmental conditions	Reduce dependence on single-occupancy vehicles by establishing/enhancing alternative transportation networks
TRANSPORTATION	Increase transportation choices and connections	Solidify networks so they function independently and together and address connectivity challenges
OPPORTUNITIES	Enhance access to opportunities	Bring range of uses and services in closer proximity to the stations and housing

Transit

The 2230 North Station is part of the Utah Valley Express (UVX) bus route run by the Utah Transit Authority (UTA). The following map shows the context of the 2230 North Station within the UVX bus route with the average weekday boardings at each station.

UVX Average Weekday Boardings



The infrastructure at the 2230 North Station is adequate and has no obvious deficiencies. Amenities at the station include concrete benches, a trashcan, and a bus shelter. The bus shelter does not have walls but has three columns and glass panel barriers. UVX buses are free, so there is no ticketing booth, but there is a kiosk with bus and route information. Existing safety-related infrastructure at the station includes ADA ramps and detectable warning surfaces, bollards to deter vehicles from driving onto the station platform, and a security camera.

2230 North Station

Station Area Plan

General Transportation Improvements

It is recommended that all BRT stations adopt the following improvements to increase bicycle and pedestrian visibility and safety at the stations.

Brick pavement at University Avenue & Center Street

• Install decorative lighting on the platform medians adjacent to the crosswalks. While the station platforms are lit, the BRT stations are currently lacking adequate lighting near the crosswalks accessing the platforms. Decorative lighting could be installed prior to the platform similar to the 600 East & 400 South Trax Red Line station in Salt Lake City.

Pedestrian crossing vehicle lanes at the 2230 North station

• Add a leading pedestrian interval at intersections adjacent to BRT stations. A leading pedestrian interval is a traffic signal timing strategy that improves pedestrian safety at intersections. It provides pedestrians with a head start of typically 3 to 7 seconds to begin crossing the street before vehicles get a green light to proceed. This head start helps pedestrians establish their presence in the crosswalk, making them more visible to turning vehicles and reducing conflicts. At busy intersections, it is recommended that side streets have a leading pedestrian interval as this has minimal impacts on traffic operations.

• Apply brick pavement at the BRT crossings to alert drivers to pay special attention to the crossings.

Decorative lighting and fencing at 600 E 400 S in Salt Lake City

• Add station-adjacent fencing where possible to encourage pedestrian use of the crosswalks. The 600 East & 400 South Trax Red Line station in Salt Lake City is a good example of how fencing can encourage proper use of pedestrian facilities.

• Increase bicyclist visibility in the station areas by applying green paint to conflict points along bicycle routes (i.e. intersections, driveways, turn lanes)

NACTO's Urban Bikeway Design Guide

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2230 NORTH STATION AREA PLAN

2024

Artist's rendering of conceptual development around 2230 N. & University Parkway

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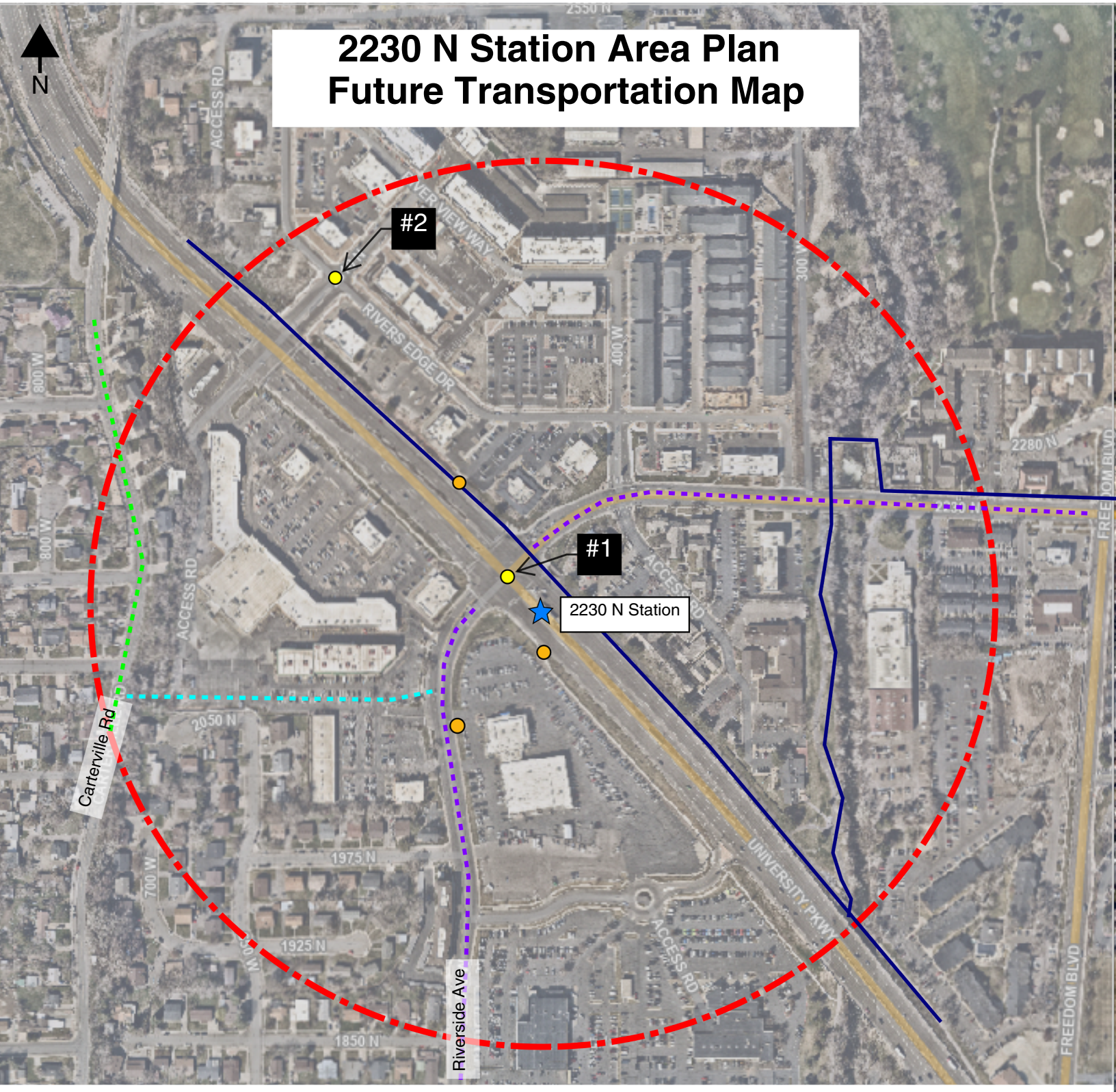


Existing Transportation

- Trail
- 2230 N Station

Future Transportation

- Sharrow
- Link
- Bike Lane
- Improve Bus Shelter
- Other (see description in plan)

2230 N Station Area Plan

Other Improvement Recommendations:

1. University Parkway & 550 West – Leading pedestrian interval on side streets, prohibit right-turn on red for pedestrian actuation, stamped brick pavement for the BRT crossing, improved median barrier at the intersection with higher visibility and larger barrier, improve lighting at the BRT crosswalk, pedestrian fencing adjacent to the station

2. 2310 North & Jimmy John's – Improve pedestrian crossing at the intersection with directional ramps, curb extensions, and crosswalk striping on the southeast and northwest legs.

Alternative Concept – Pedestrian Bridge

Pedestrian bridge that can connect to the multi-use trail east of University Parkway to the BRT station.

Pros:
- Eliminates pedestrian and vehicle conflicts

Cons:
- High cost
- Large amounts of space required to install
- If a bridge requires the pedestrians to deviate too far from their desired path, behavior has shown that pedestrians will often ignore the pedestrian bridge and choose to cross the road underneath it.

Alternative Concept – Pedestrian Tunnel

Pedestrian tunnel that can connect to the multi-use trail east of University Parkway to the BRT station.

Pros:
- Eliminates pedestrian and vehicle conflicts

Cons:
- High cost
- Large amounts of space required to install

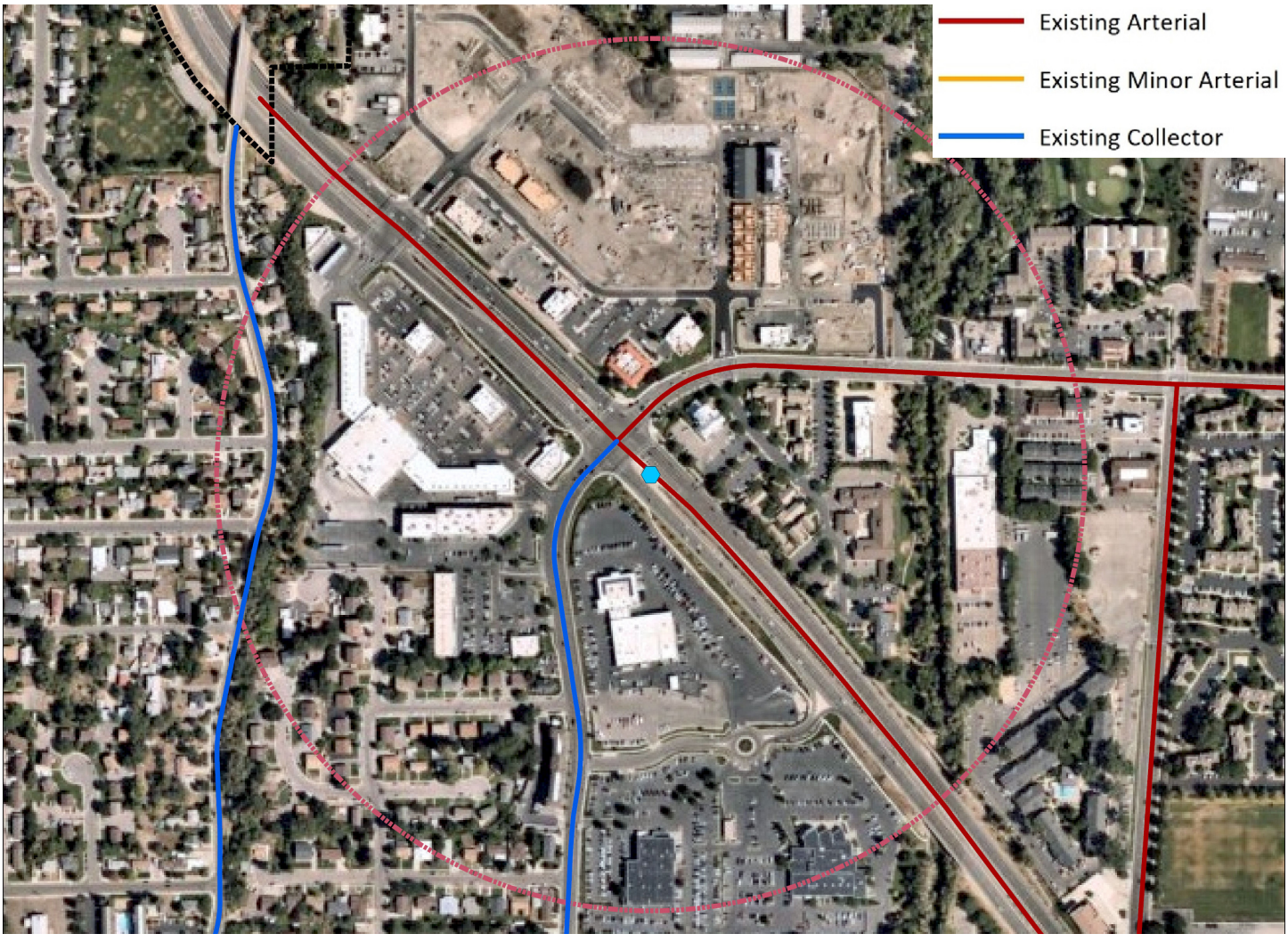
Plan Overview

Transportation

Transportation Characteristics – The 2230 North UVX station is located in the median of University Parkway (SR-265) on the southeast side of the intersection of 550 West. The housing at the Towns at River's Edge and retail developments surrounding the Walmart are the largest traffic generators in the study area. The roadway network in the study area is mostly built out, yet there are various opportunities to improve active transportation connections to improve safety and access to the 2230 North Station.

Roadways – The major roadways in the 2230 North Station Area are:

• University Parkway (SR-265) – An 8-lane arterial roadway (2 lanes of BRT) with a median barrier and has a speed limit of 45 mph. The existing AADT is between 35,000 and 40,000.
• 2230 North – A 5-lane arterial roadway with 2 travel lanes in each direction and 1 central turning lane with a speed limit of 30 mph. The existing AADT is about 18,000.
• 550 West – A 5-lane collector roadway with 2 travel lanes in each direction and 1 central turning lane with a speed limit of 30 mph. The existing AADT is about 12,000.
• Carterville Road – A 2-lane collector with 1 travel lane in each direction and has a speed limit of 25 mph. The existing AADT is about 10,000.



There are not any planned roadway projects in the 2230 North station area from either the MAG regional transportation plan or the city Transportation Master Plan.

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2230 N STATION AREA IMPLEMENTATION MATRIX (TRANSPORTATION ONLY)

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.)

Any goals that require policy changes will require collaboration with the Administration, Council, Planning Commission, and/or other relevant City committees.

GOAL	RESPONSIBLE PARTY	REQUIRES CITY POLICY CHANGE	REQUIRES FUNDING FROM CITY	ADDITIONAL NOTES	2026-2027	2028-2029	2030-2032	2033-2035	2035-2045	ONGOING
DESIGN STANDARDS										
Create design standards for BRT stations (see page *17, 19*)	Development Services, Public Works, UTA	Yes	No		X					
Implement BRT design standards	Development Services, Public Works, UTA	No	Yes	Seek additional funding as available	X	X	X	X	X	X
PARKING										
Integrate structured parking with redevelopment and infill, especially high-density residential	Development Services, Developers	No	No	Work with developers as redevelopment and infill developments occur	X	X	X	X	X	X

Ensure future development and redevelopment have appropriate on-site parking for resident needs based on location and transit access	Development Services, Public Works	No	No	Will be a case-by-case basis. Parking should be vertically integrated and/or in structures where feasible. See Title 14 for parking reduction requirements	X	X	X	X	X	X
TRANSPORTATION										
Plan the formalization of the trail from Walmart to Carterville Neighborhood	Public Works, MAG	No	Yes	Explore funding partners and grant opportunities		X				
Implement the plan to formalize the trail from Walmart to Carterville Neighborhood	Public Works, MAG	No	Yes	Implementation timeline will vary based on funding			X			
Create pedestrian walkway connecting Carterville trail to 2230 N and the station	Development Services, Public Works, MAG	No	Yes	Encourage the walkway as redevelopment occurs. Implementation timeline will vary based on funding			X			

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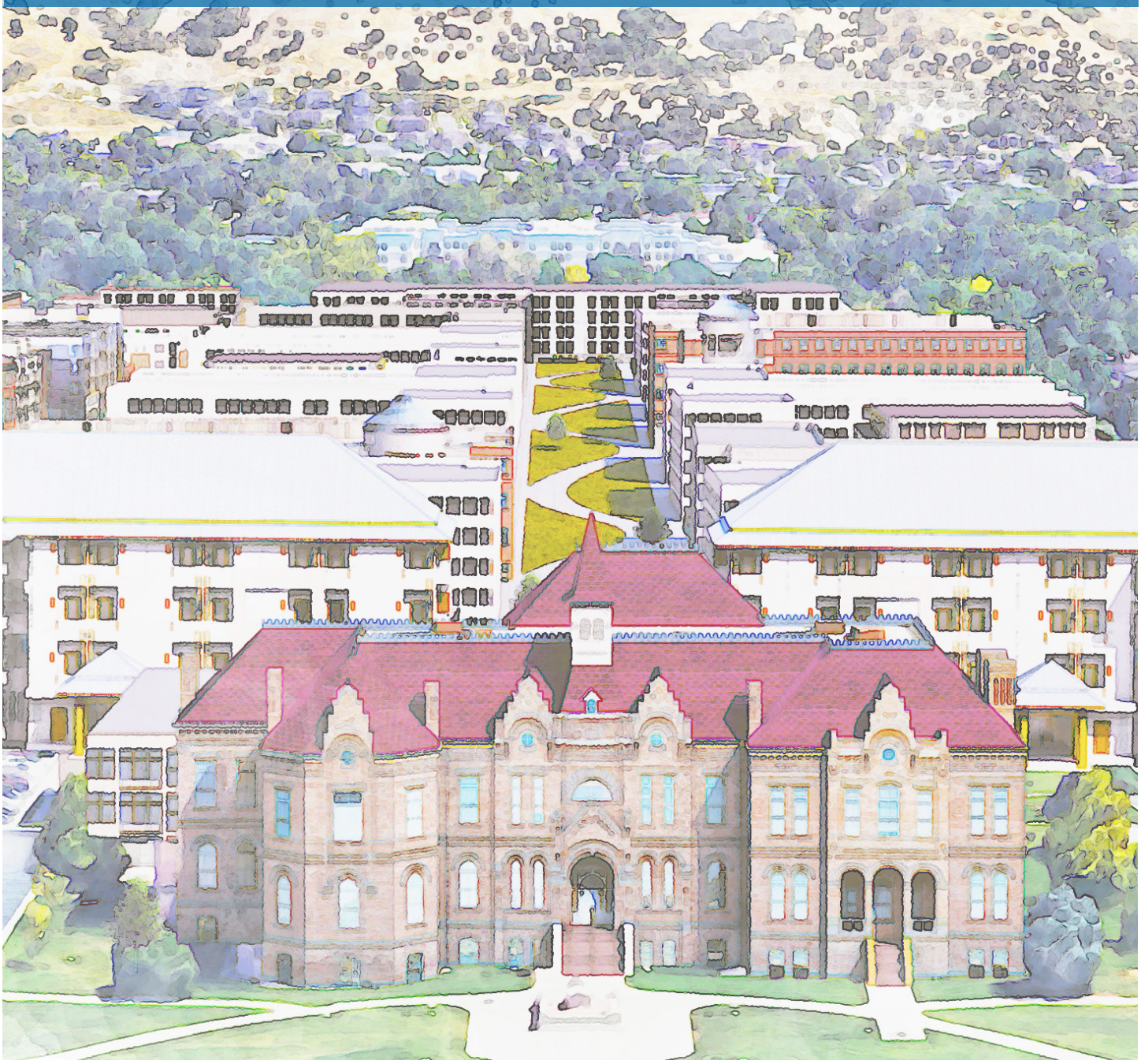
JOAQUIN STATION AREA PLAN

2024



Artist's rendering of conceptual development around Provo Library

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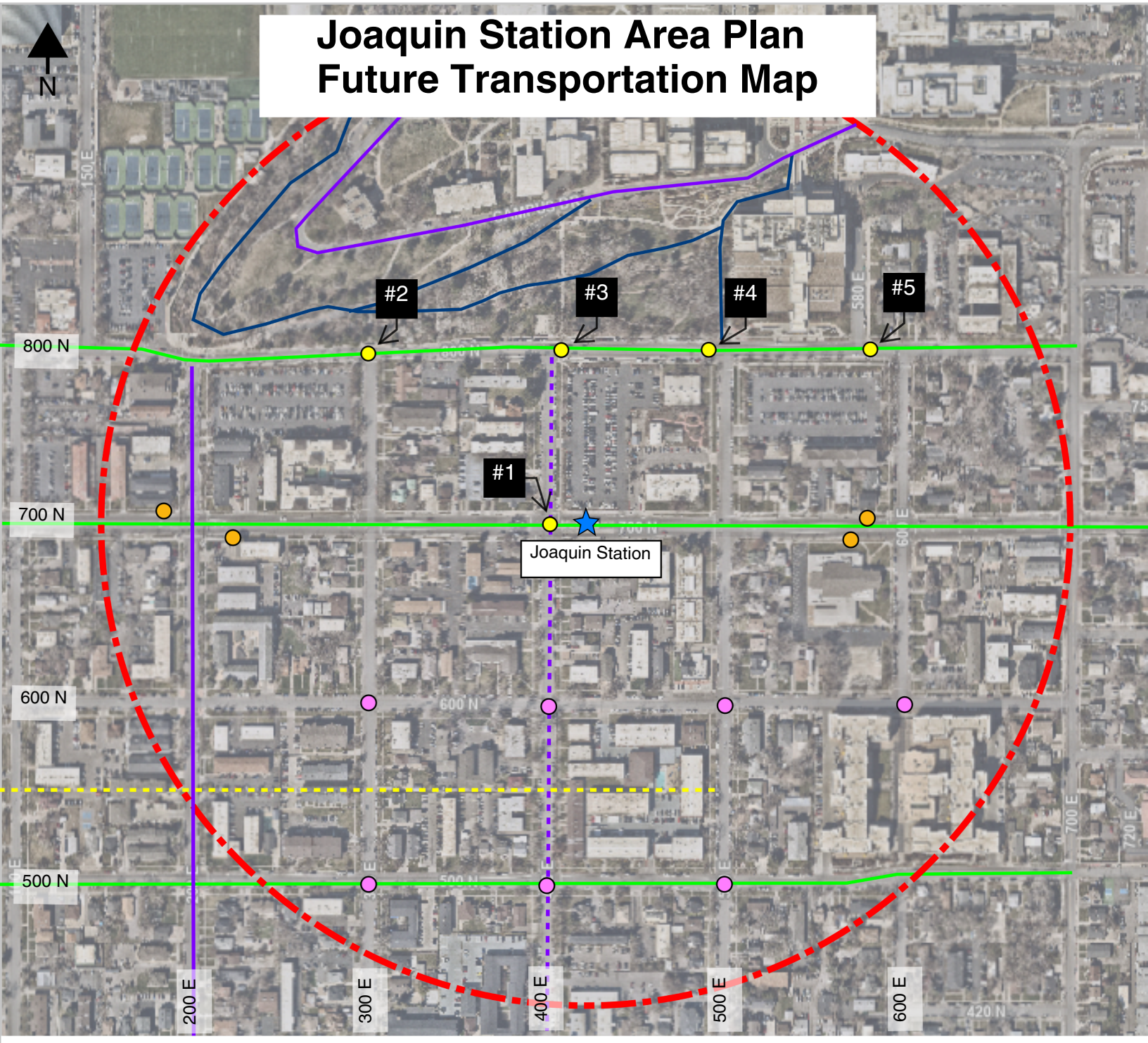
Joaquin Station Area Plan
Future Transportation Map

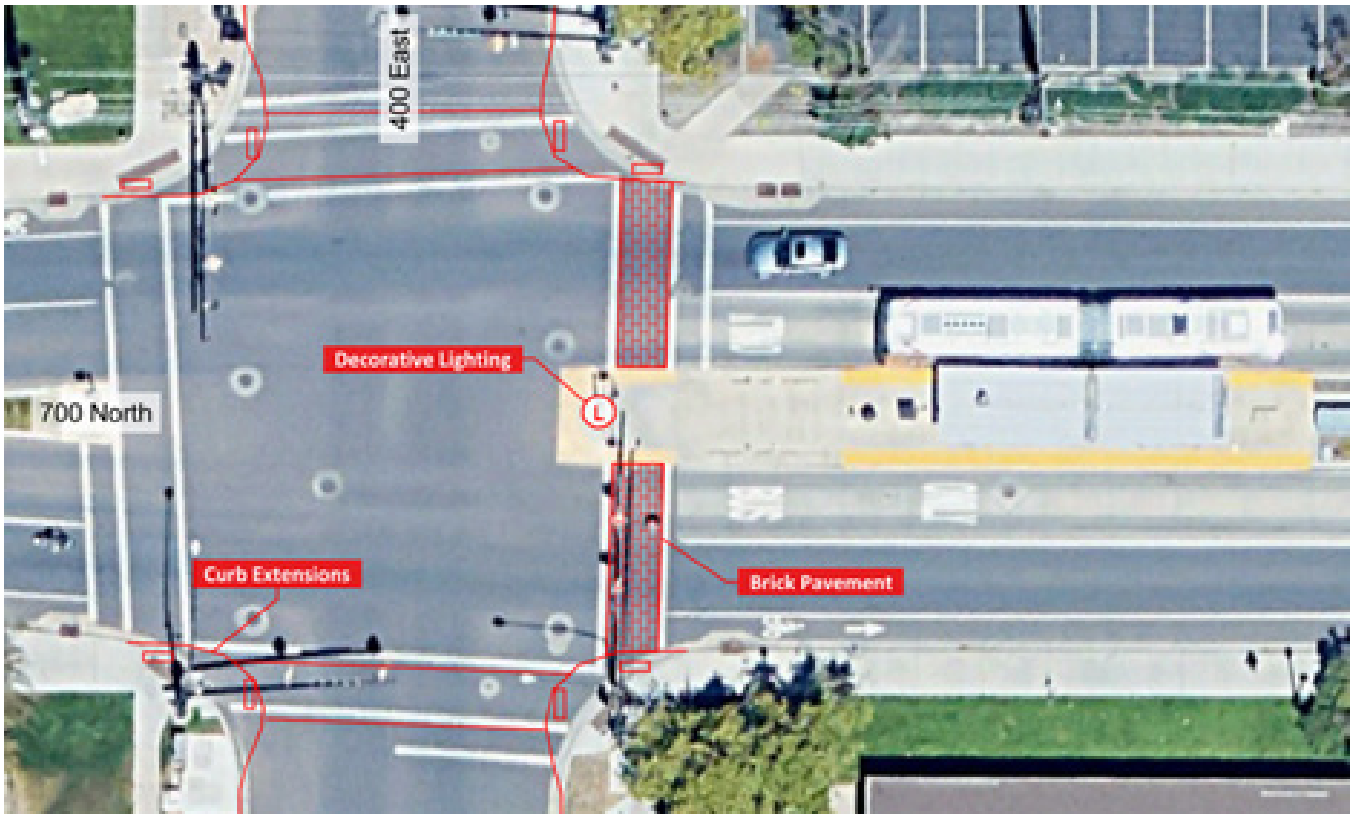


Existing Transportation

- Trail
- Sharrow
- Bike Lane
- Joaquin Station

Future Transportation

- Sharrow
- Shared Use Path
- Improve Bus Shelter
- Other (see description in plan)
- ADA Ramps and Curb Extensions



Joaquin Station Pedestrian Improvements

Other Improvement Recommendations:

1. 700 North & 400 East – Leading pedestrian interval, curb extension on side streets, directional pedestrian ramps, stamped brick pavement for the BRT crossing, and improved lighting at the BRT crosswalk. Improvements on 400 East are a priority (Responsible parties: City & UTA)

2. 800 North & 300 East – Rectangular Rapid Flashing Beacons (RRFB), Raised Crosswalk, Curb Extensions (Responsible party: City)

3. 800 North & 400 East - RRFB, Raised Crosswalk, Curb Extensions (Responsible party: City)

4. 800 North & 500 East - RRFB, Raised Crosswalk, Curb Extensions (Responsible party: City)

5. 800 North & 580 East - RRFB, Raised Crosswalk, Curb Extensions (Responsible party: City)

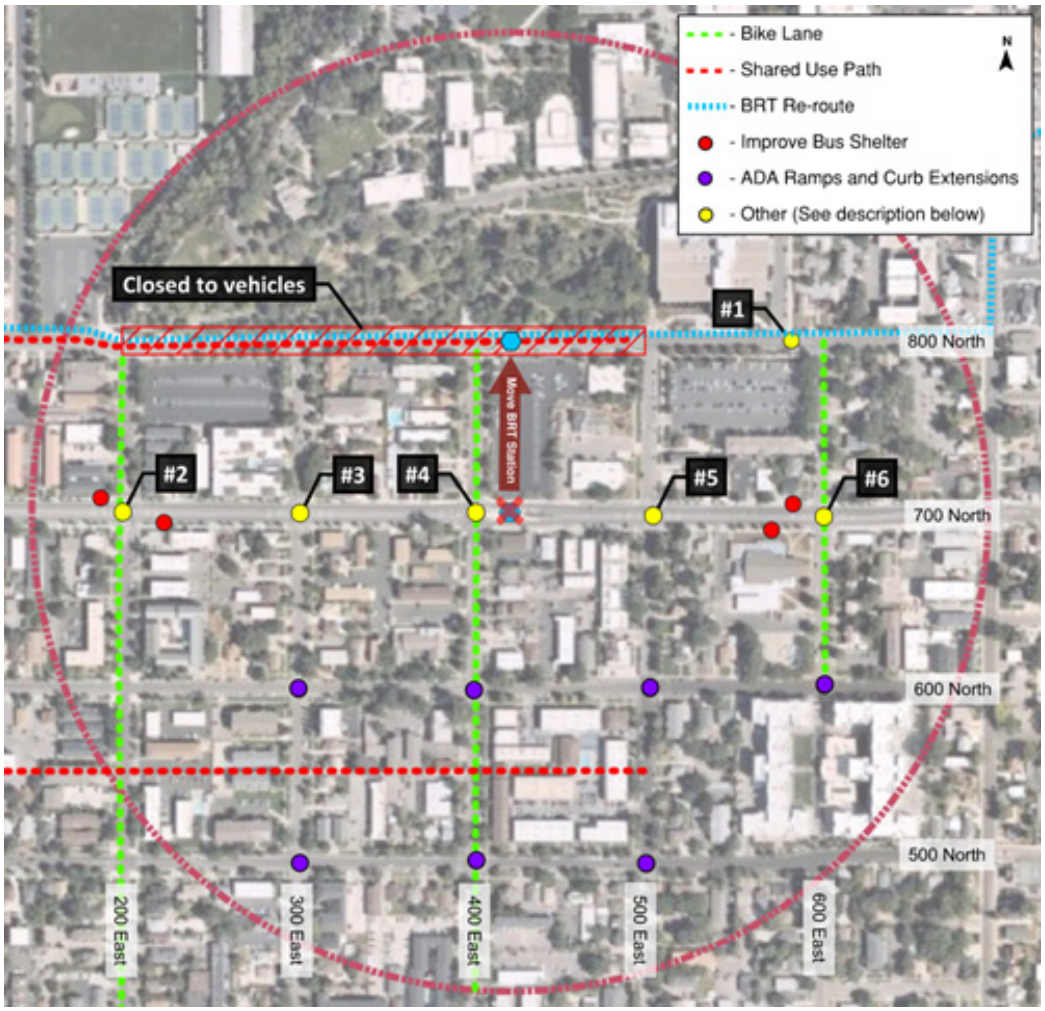
Station Area Plan

Alternative Concept – Relocate UVX Station and route to 800 North (Closed to Vehicles)

One alternative concept for this station area includes relocating the UVX Station from 700 North onto 800 North and rerouting the UVX to travel along 800 North between 700 east and University Avenue. This solution also includes closing 800 North to private vehicles. This alternative was proposed by the TAC team as a potential option to get the BRT stop closer to campus and create a more dedicated transit and active transportation corridor along 800 North.

This alternative would require extensive funding and would need to be studied in much more detail. Factors to be considered for this concept include changes in BRT ridership, traffic patterns, parking availability, infrastructure costs, and pedestrian facilities on 700 North and 800 North.

Due the extensive impacts, costs, and travel pattern changes, this alternative was not recommended as part of the station area plan. However, it is an alternative that could be studied further in the future.



Alternative Concept – Relocate UVX Station to 800 North

Other Improvements:

1. 800 North & 580 East - RRFB, Raised Crosswalk, Curb Extensions

2-6. 700 North - Curb extensions, Other pedestrian crossing improvements

Pros:

- Station is directly adjacent to BYU campus
- Conflict points between pedestrians and private vehicles are eliminated

Cons:

- High cost
- May not result in an increase in ridership
- Removes parking spots, forcing drivers to park on adjacent streets
- May require additional pedestrian crossing improvements on 700 North

Alternative Concept – Restrict vehicles on 800 North (limiting traffic to resident vehicles; converting 800 North to a one-way street)

Pros:

- Emphasizes the pedestrian/bicyclist nature of the corridor
- Can promote a traffic calming effect

Cons:

- Can increase congestion on adjacent streets
- Limits access onto 800 North

Alternative Concept – Remove on-street parking on 800 North

Pros:

- Removes vehicle trips from 800 North that are circulating for parking
- Improves sight distance between pedestrians crossing 800 North and vehicles
- Emphasizes the pedestrian/bicyclist nature of the corridor

Cons:

- The current on-street parking may have traffic calming effects
- Removes parking spots, forcing drivers to park on adjacent streets

Plan Overview

Transportation

Transportation Characteristics: The Joaquin UVX Station is located on 700 North in the median east of the 700 North & 400 East. 700 North is a 4-lane roadway (2 lanes of BRT) collector with unprotected painted bike lanes on the shoulder. 400 East is a 2-lane collector roadway with parking on the shoulder. The station is surrounded by student housing and is south of the BYU campus. Every effort should be made to create easy access to/from the Joaquin Station for active transportation users.

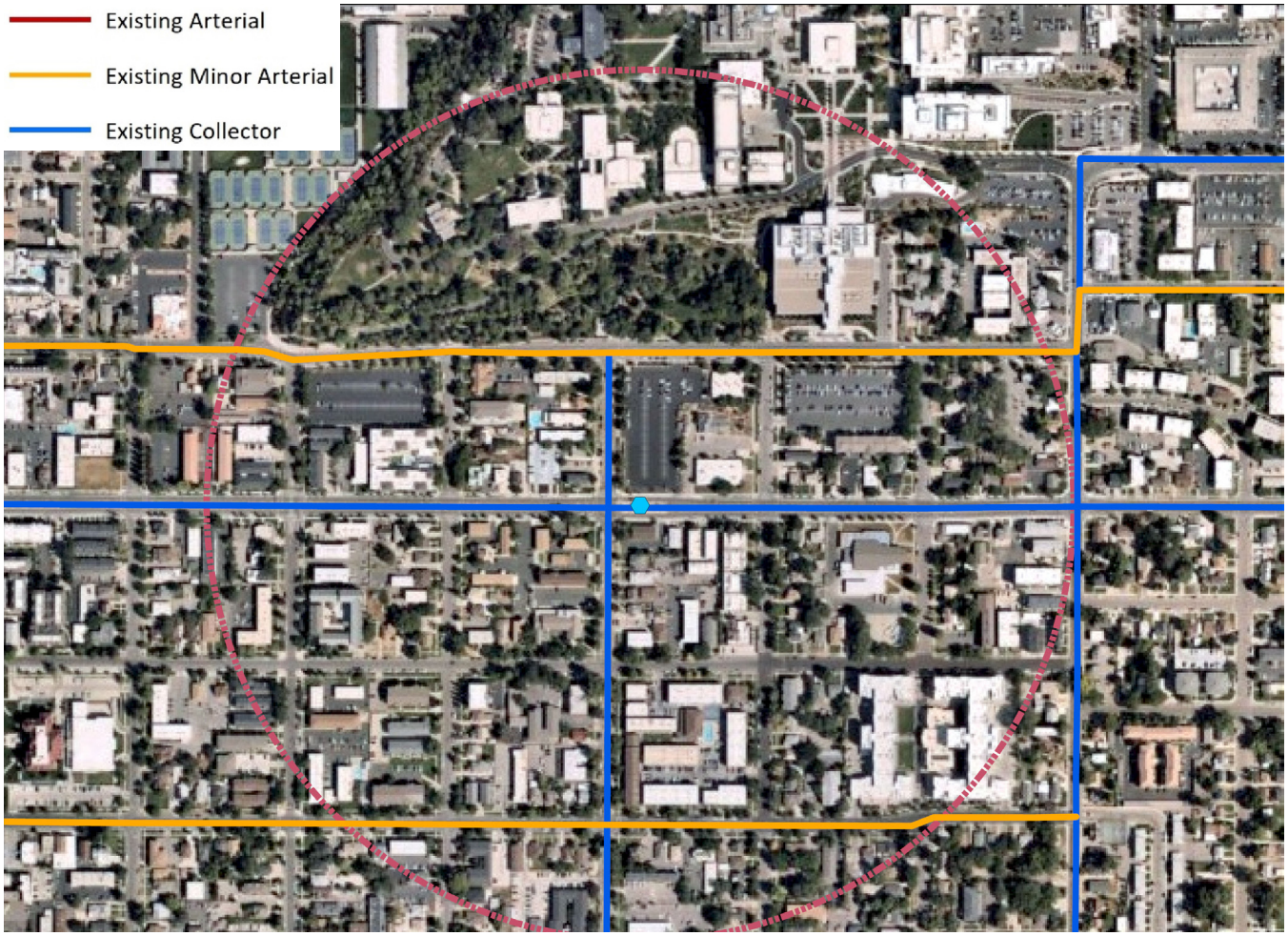
Roadways:
The major roadways in the Joaquin Station Area are:

• 800 North – A 3-lane minor arterial roadway with 1 travel lane in each direction with a central turning lane and has a speed limit of 25 mph. The existing AADT is about 8,500.

• 700 North – A 4-lane collector roadway (2 lanes of BRT) and has a speed limit of 25 mph. The existing AADT is about 10,000.

• 500 North – A 2-lane minor arterial roadway with 1 travel lane in each direction and has a speed limit of 25 mph. The existing AADT is about 10,000.

• 400 East – A 2-lane collector roadway with 1 travel lane in each direction and has a speed limit of 25 mph. The existing AADT is about 2,000.



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JOAQUIN STATION AREA IMPLEMENTATION MATRIX (TRANSPORTATION ONLY)

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.)

Any goals that require policy changes will require collaboration with the Administration, Council, Planning Commission, and/or other relevant City committees.

GOAL	RESPONSIBLE PARTY	REQUIRES CITY POLICY CHANGE	REQUIRES FUNDING FROM CITY	ADDITIONAL NOTES	2026-2027	2028-2029	2030-2032	2033-2035	2035-2045	ONGOING
DESIGN STANDARDS										
Create design standards for BRT stations (see page *17, 19*)	Development Services, Public Works, UTA	Yes	No		X					
Implement BRT design standards	Development Services, Public Works, UTA	No	Yes	Seek additional funding as available	X	X	X	X	X	X
PARKING										
Update shared parking agreements with BYU	Legal, Public Works, Development Services, BYU, UTA	No	Possibly		X	X				
Consider structured parking garage near campus	Development Services, Redevelopment, Public Works			Possible public/private partnership						

Integrate structured parking with redevelopment and infill, especially high-density residential	Development Services, Developers	No	No	Work with developers as redevelopment and infill developments occur	X	X	X	X	X	X
Ensure future development and redevelopment have appropriate on-site parking for resident needs based on location and transit access	Development Services, Public Works	No	No	See Title 14 for parking reduction requirements	X	X	X	X	X	X
TRANSPORTATION										
Add additional bike lanes (see page 18)	Development Services, Public Works, UDOT, MAG	No	Yes	Update Capital Improvement Plan and seek additional funding as available			X	X	X	X
Continue to explore improvements to 800 N as opportunities become available	Development Services, Public Works, UTA, UDOT	Possibly	Yes	Improve traffic flow and pedestrian safety where possible					X	X

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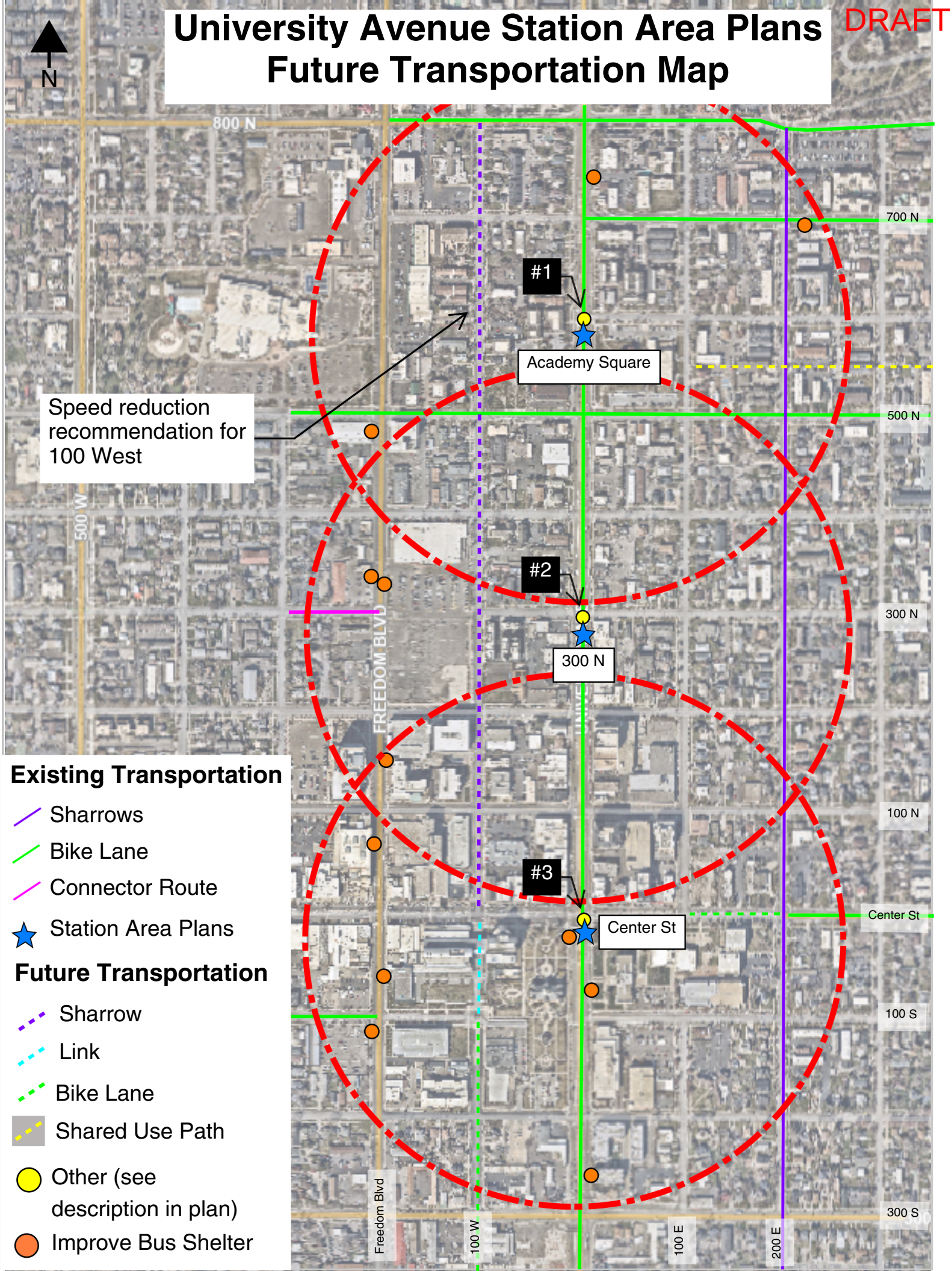
CENTER STREET STATION AREA PLAN

2024

Artist's rendering of conceptual development around Downtown Provo


University Avenue Station Area Plans
Future Transportation Map
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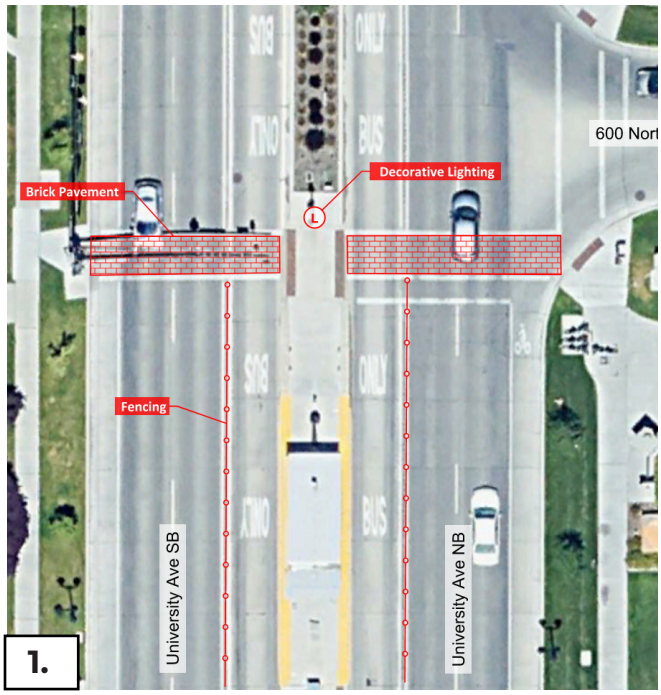
N
800 N
700 N
500 N
300 N
100 N
100 S
300 S
#1
Academy Square
#2
300 N
#3
Center St
Speed reduction recommendation for 100 West
500 W
FREEDOM BLVD
Freedom Blvd
100 W
100 E
200 E
Existing Transportation
Sharrows
Bike Lane
Connector Route
Station Area Plans
Future Transportation
Sharrow
Link
Bike Lane
Shared Use Path
Other (see description in plan)
Improve Bus Shelter

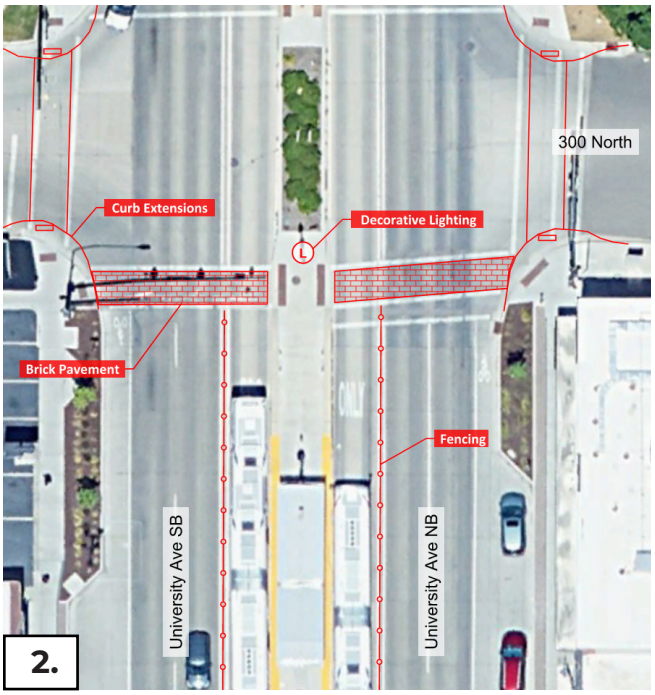
Station Area Plan

Other Improvement Recommendations:

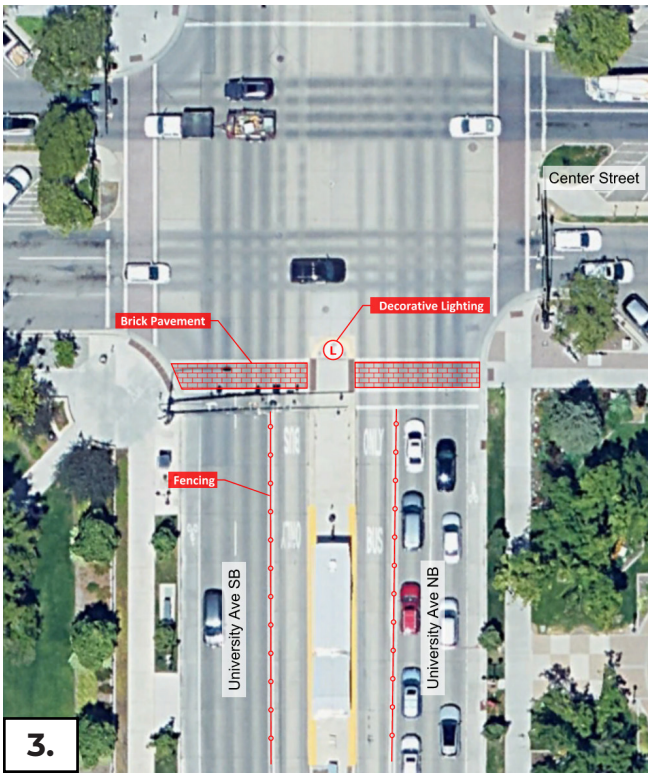
1. 600 North & University Avenue - Stamped brick pavement for the BRT crossing, lighting improvement at the BRT crosswalk.



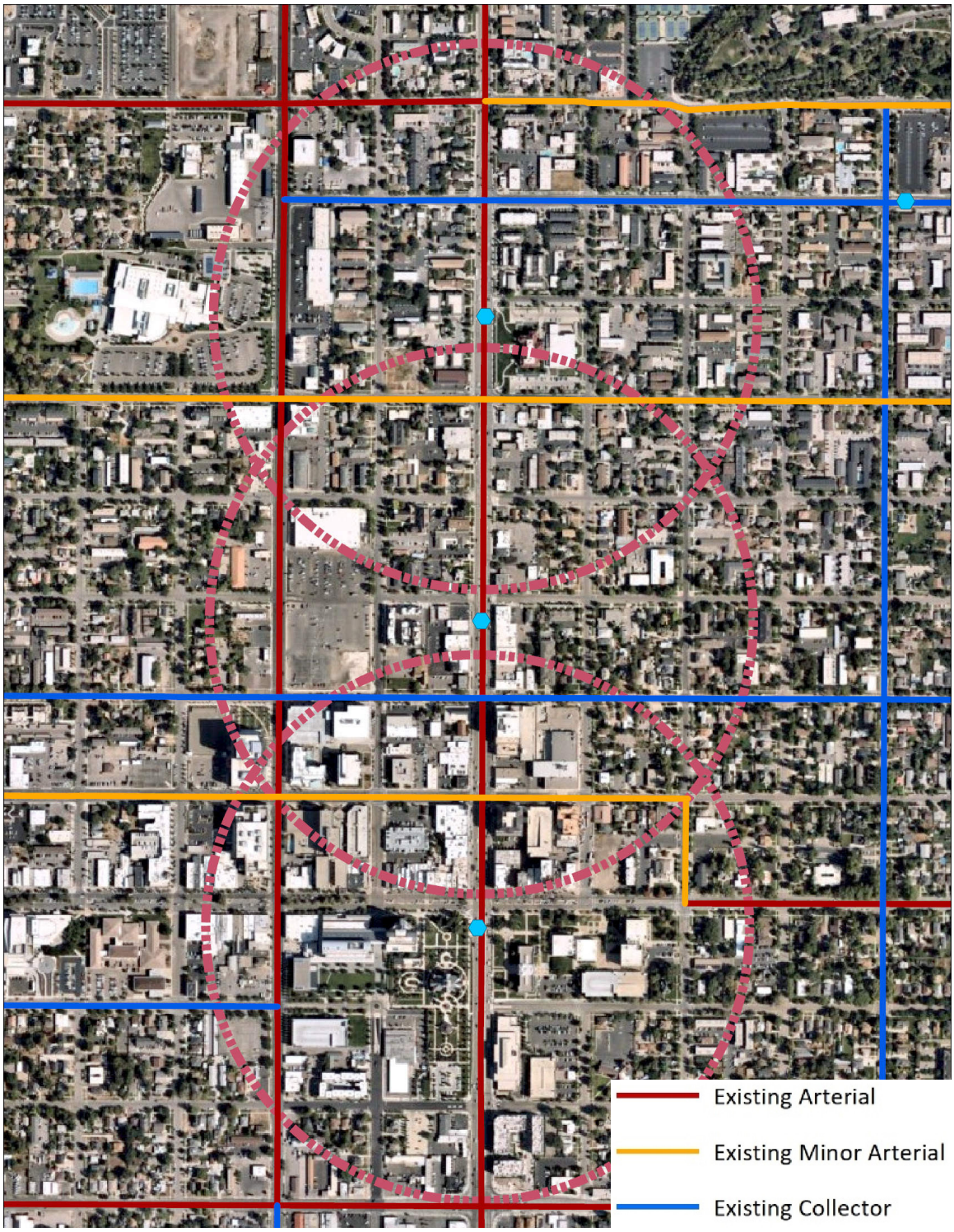
2. 300 North & University Avenue - Curb extension on side streets, stamped brick pavement for the BRT crossing, leading pedestrian interval for the side streets, lighting improvement at the BRT crosswalk.



3. Center Street & University Avenue - Leading pedestrian interval for side streets, prohibit right-turn on red for pedestrian actuation, stamped brick pavement for the BRT crossing, lighting improvement at the BRT crosswalk.



Plan Overview



Within the Center Street area there is currently one future highway project planned along 820 North. Details of this project can be found below:

RTP Project Number	Type	Project Name	Improvement	Phase	Today's Cost
38	Highways	Provo 820 N	Widen to 5 lanes	Phase 1: 2019-2030	$47.8M

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UNIVERSITY AVENUE/CENTER STREET STATION AREAS IMPLEMENTATION MATRIX (TRANSPORTATION ONLY)

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.)

Any goals that require policy changes will require collaboration with the Administration, Council, Planning Commission, and/or other relevant City committees.

GOAL	RESPONSIBLE PARTY	REQUIRES CITY POLICY CHANGE	REQUIRES FUNDING FROM CITY	ADDITIONAL NOTES	2026-2027	2028-2029	2030-2032	2033-2035	2035-2045	ONGOING
DESIGN STANDARDS										
Create design standards for BRT stations (see page *17, 19*)	Development Services, Public Works, UTA	Yes	No		X					
Implement BRT design standards	Development Services, Public Works, UTA	No	Yes	Seek additional funding as available	X	X	X	X	X	X
PARKING										
Integrate structured parking with redevelopment and infill, especially high-density residential	Development Services, Developers	No	No	Work with developers as redevelopment and infill developments occur	X	X	X	X	X	X

Ensure future development and redevelopment have appropriate on-site parking for resident needs based on location and transit access	Development Services, Public Works	No	No	Will be a case-by-case basis. See Title 14 for parking reduction requirements	X	X	X	X	X	X
TRANSPORTATION										
Signal timing adjustments on University Ave	Public Works, UTA	No	No		X	X				
Add additional bike lanes (see page *18*)	Development Services, Public Works, UDOT, MAG	No	Yes	Update Capital Improvement Plan and seek additional funding as available			X	X	X	X
Explore reducing speeds on 100 W	Public Works	No	No						X	X

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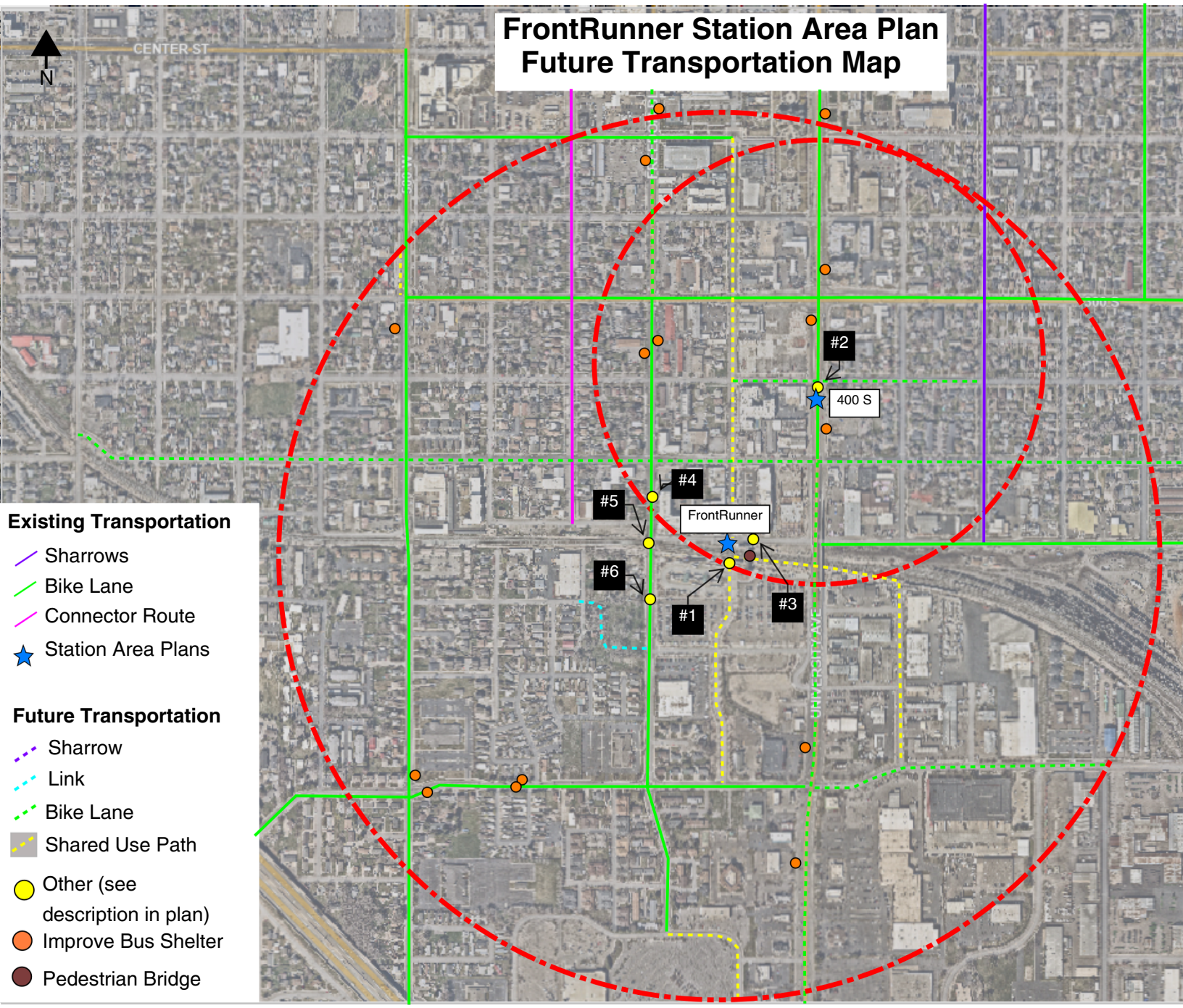
FRONTRUNNER STATION AREA PLAN

2024

Artist's rendering of conceptual development around FrontRunner Station


FrontRunner Station Area Plan
Future Transportation Map
N
CENTER ST
#2
400 S
#4
#5
FrontRunner
#6
#1
#3
Existing Transportation
Sharrows
Bike Lane
Connector Route
Station Area Plans
Future Transportation
Sharrow
Link
Bike Lane
Shared Use Path
Other (see description in plan)
Improve Bus Shelter
Pedestrian Bridge

Other Improvement Recommendations:

1. Provo Central / Provo FrontRunner Station - Restrooms, food vendor (machine or grab-and-go shop), Temperature controlled waiting area
2. 400 South & University Avenue - Leading pedestrian interval for side streets, prohibit right-turn on red for pedestrian actuation, curb extension on side streets, directional ramps, stamped brick pavement for the crossing, lighting improvement at the BRT crosswalk
3. 600 South & 90 West - Pedestrian refuge island, RRFB, curb extensions, bike parking adjacent to the pedestrian bridge.
4. 550 South & Freedom Boulevard - Pedestrian refuge island, RRFB, curb extensions
5. Rail Crossing at Freedom Boulevard – Lighting improvements, additional crosswalk striping
6. 700 South & Freedom Boulevard - Pedestrian refuge island, RRFB, curb extensions

In addition to the improvements listed above, Provo City can consider alternating between streets that prioritize pedestrians and bicycles and streets that prioritize vehicles, both for east/west and north/south directions. This can increase the walkability of the Frontrunner station area and decrease the reliance on personal vehicles.

Truck Routes

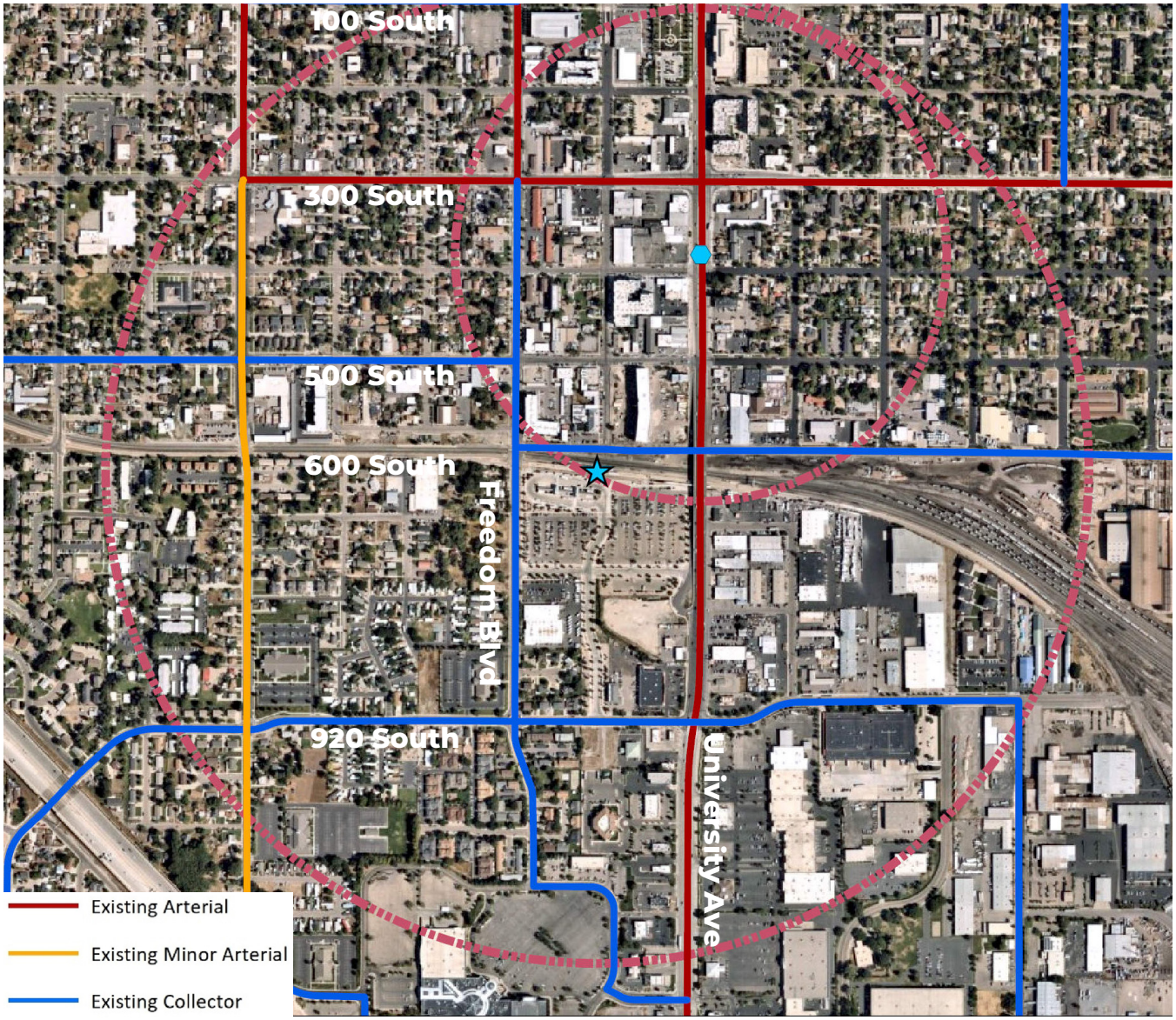
It was identified by stakeholders that improvements to the University Avenue viaduct in the station area will alter existing truck routes. Therefore, new truck routes are recommended for businesses in this area.

- 500 South will become a RIRO road once the viaduct is completed. Therefore, southbound vehicles cannot turn left onto 500 South
- Northbound trucks can turn right onto 400 South, then right onto 100 East
- Northbound trucks are not recommended to turn right onto 500 South since the road has a steep downgrade at this location and trucks would have to slow to low speeds to turn. Additionally, the bridge has a vertical curve that restricts sight distance and makes it hard to stop if vehicles behind the truck are traveling at higher speeds. Therefore, having them turn at 400 South will result in better sight distance and shallower grades, improving safety.
- Southbound trucks can turn right on 500 South, then left on 100 West, then left onto 600 South, traveling underneath the bridge to reach the business on the south side

Truck Route - from South

Truck Route - from North

Existing Conditions



Within the FrontRunner station area there are currently four future highway projects planned. Details of these projects can be found in the table below.

RTP Project Number	Type	Project Name	Improvement	Phase	Today's Cost
30	Highways	Freedom BLVD	New Bridge	Phase 1: 2019-2030	$22M
41	Highways	University AVE/Provo 600 S	Replace UPRR Bridge	Phase 1: 2019-2030	$27.5M
77	Highways	Provo 500 W	New Bridge	Phase 2: 2031-2040	$22M
84	Highways	Spanish Fork Main ST/Provo 500 W	New and Widen to 5 Lanes	Phase 2: 2031-2040	$56.7M

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FRONTRUNNER STATION AREAS
IMPLEMENTATION MATRIX (TRANSPORTATION ONLY)

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.)

Any goals that require policy changes will require collaboration with the Administration, Council, Planning Commission, and/or other relevant City committees.

GOAL	RESPONSIBLE PARTY	REQUIRES CITY POLICY CHANGE	REQUIRES FUNDING FROM CITY	ADDITIONAL NOTES	2026-2027	2028-2029	2030-2032	2033-2035	2035-2045	ONGOING
DESIGN STANDARDS										
Create design standards for BRT stations (see page *17*, *19*)	Development Services, Public Works, UTA	Yes	No		X					
Implement BRT design standards	Development Services, Public Works, UTA	No	Yes	Seek additional funding as available	X	X	X	X	X	X
Extend Downtown Streetscape Standards along Freedom Blvd	Development Services, Developers	Yes	No	Work with developers as redevelopment and infill development occurs	X	X	X	X	X	X
Improve wayfinding signage	Development Services, Public Works	No	Yes	Note major locations like Amtrak, FrontRunner, the mall, downtown, etc.	X	X				

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PARKING										
Consider structured parking garage in strategic locations (e.g., 700 S, 300 W)	Development Services, Redevelopment, Public Works			Possible public/private partnership						
Integrate structured parking with redevelopment and infill, especially high-density residential	Development Services, Developers	No	No	Work with developers as redevelopment and infill developments occur	X	X	X	X	X	X
Ensure future development and redev. have appropriate on-site parking for resident needs based on location and transit	Development Services, Public Works	No	No	See Title 14 for parking reduction requirements	X	X	X	X	X	X
TRANSPORTATION										
Connect western neighborhoods to the station	Public Works, UTA	No	No	Work with landowners, developers to encourage pedestrian connections through dense blocks	X	X	X	X	X	X
Add additional bike lanes (see page *18*)	Development Services, Public Works, UDOT, MAG	No	Yes	Update Capital Improvement Plan and seek additional funding as available			X	X	X	X