

TMAC MEETING – APRIL 17, 2025

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)
David Hurtado – Alternate
Lisa Jensen – Planning Commission Member (At Large)

Provo City Staff

Gordon Haight - Public Works, Director
Vern Keeslar - Public Works, Traffic Manager
Kaehan Shour - Public Works, Engineer
David Michelsen - Public Works, Engineer
Joseph Gandy - Public Works, Management Analyst/Public Information
Judy Johnson - Public Works, Engineering Admin Assistant
Sandy Bussio – Development Services, Parking Enforcement Manager
Boden Golding - Development Services, Parking Enforcement Supervisor
Hannah Salzl – Development Services Planner/Planning and Sustainability

Council Members

George Handley - Council Member

Others

Aaron Skabelund – BikeWalk Provo, Presenter
Carol Long – Bikewalk Provo
Naomi Flinders – Resident

Action Item 2 - Approval of March 20, 2025 TMAC Meeting Minutes

Mr. Gordon moved that the minutes of the March 20, 2025 meeting be approved; Ms. McMurray seconded the motion, and the minutes were unanimously approved.

Item 3 – BikeWalk Provo Follow-Up Presentation – Aaron Skabelund

Mr. Skabelund presented a follow-up to BikeWalk Provo's November presentation entitled *Going Beyond Gold*.

- A Bikeway Master Plan, estimated to be valued at \$20,000, was developed by BikeWalk Provo with the goal of improving Provo's bicycle network. Key takeaways include the need for more separated trails and neighborhood bikeways, with the latter being inexpensive to build. The plan was developed through a methodology involving consultation of previous plans, soliciting feedback from the wider community, and implementing that feedback into maps. Mr. Skabelund also highlighted the importance of quality in bike infrastructure, using personal experience as an example.
- The discussion focused on improving the bicycling infrastructure in Provo. Survey results highlighting key areas for improvement include Canyon Road, Geneva Road, and West Center Street. The group discussed various types of bike lanes, trails, and neighborhood bikeways, proposing to add nearly 30 miles of bike lanes and 25 miles of trails to the existing network. The quality of these additional lanes and trails is as important as the quantity. Ms. Long emphasized the importance of wide, separated trails for social interaction and safety, particularly for families and mothers. Benefits of neighborhood bikeways and protected crossings were also highlighted as they make cycling more accessible and reduce car dependency.
- Ms. Long discussed the importance of providing safe and comfortable options for children to navigate their world, particularly through biking. She highlighted the need for infrastructure improvements, such as better crossings and bike lanes, to encourage children's independence and autonomy. It was agreed that bicycle education needs to be expanded in Provo.
- Mr. Skabelund compared Provo's current bike plan to other cities like Boulder, Madison, and Fort Collins, emphasizing the need for a robust and interconnected network of bikeways. He contrasted Provo's bicycle education and infrastructure to that of Fort Collins, noting areas for improvement in Provo and the importance of collaboration between cities and universities. He concluded that while progress has been made towards Provo's bicycle network with limited personnel focusing on bicycle issues, it is clear that more resources are needed to help Provo reach the Gold Level Bicycle Friendly Community standard.

Item 4 – Provo River Bridge and Trail at 820 North – David Michelsen

Mr. Michelsen provided updates on the Provo River Bridge and Trail Project at 820 North.

- The project should go out to bid in late May with construction beginning in August. It includes a new bridge design with pedestrian areas and improvements to the trail underneath. Detour routes for vehicles and pedestrians were outlined and will be

monitored throughout the duration of the work. The project will enhance safety and accessibility, including ADA compliance. Plans are 90% complete and will be submitted to the Corps of Engineers for a permit.

- The bridge closure is expected to last 6-9 months, with potential short-term closures in the spring for additional work. The *provoriverbridge.com* website will be active again soon and will contain project updates.

Item 5 – Micromobility Discussion – TMAC – Beth Provence

Ms. Provence discussed the need for a more comprehensive approach to micromobility in Provo.

- She expressed appreciation for the BikeWalk Provo presentation and explained that the information from that presentation ties in with the micromobility discussion. Many aspects of the bicycle plan could be integrated into micromobility planning as it pertains to the city's infrastructure. She suggested the creation of alternative mobility plans that encompass a wider range of transportation options. She also highlighted the importance of safety standards, speed limits and public awareness in promoting multi-modal transportation. The micromobility vehicle chart, introduced by Provo Police at a recent TMAC meeting, is a work in progress and will need to be updated to include other means of transportation.

Item 6 - Adjourn

The meeting was adjourned by Ms. McMurray at 1:30 PM. *The next TMAC Meeting will be held on May 15, 2025.*

PDF attachments on the BikeWalk Provo and the Provo River Bridge and Trail presentations will be included with these minutes.

A full recording of the April 17, 2025 TMAC Meeting is found at the link below:

[TMAC meeting | April 17, 2025](#)

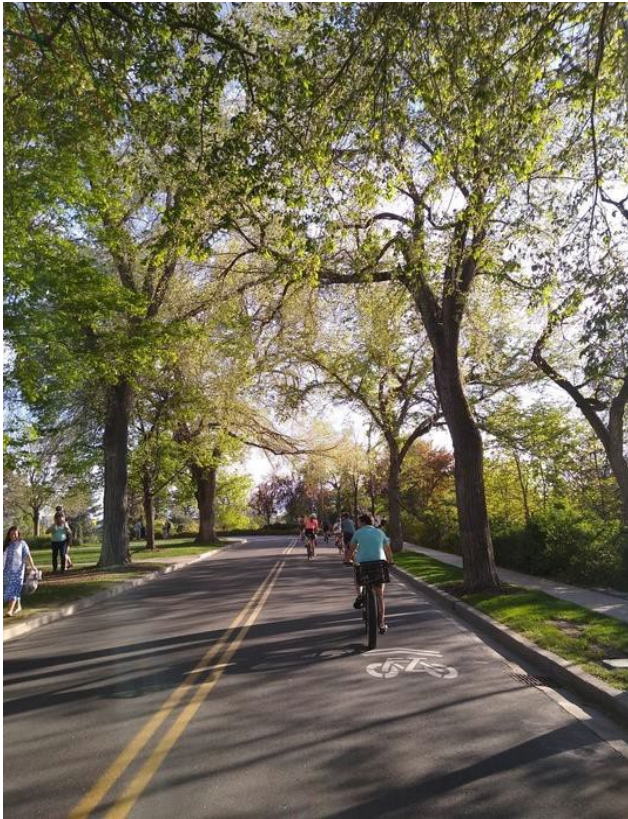
GOING BEYOND GOLD



BikeWalk
PROVO

prvo

What does a platinum-level bicycle-friendly Provo look like?



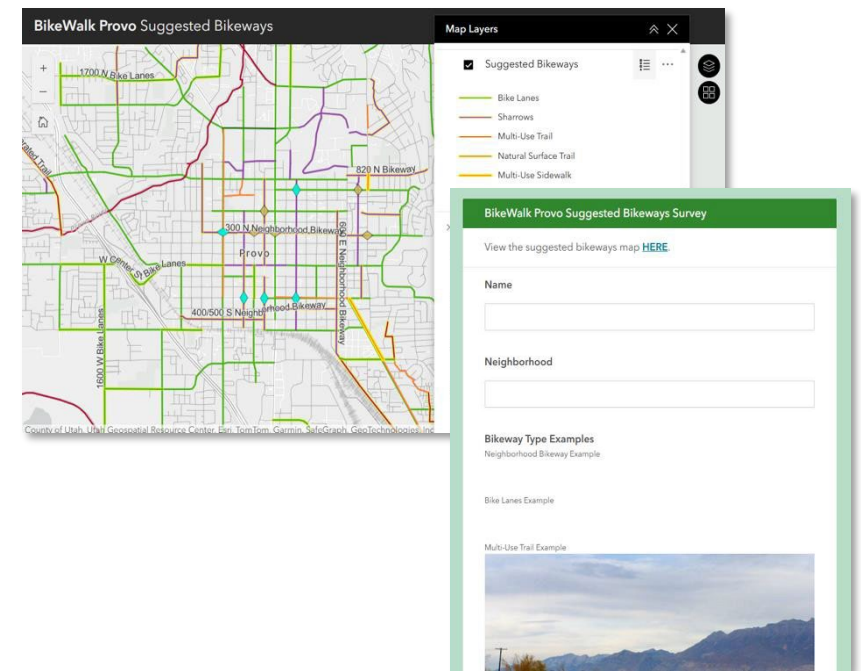
BikeWalk Provo developed a **bikeway master plan**, a study if completed by an outside consulting firm would have cost ~\$20,000.

The plan would give Provo a great system of **separated trails** and **neighborhood bikeways**.

Wayfinding is about to happen in the city.

Methodology

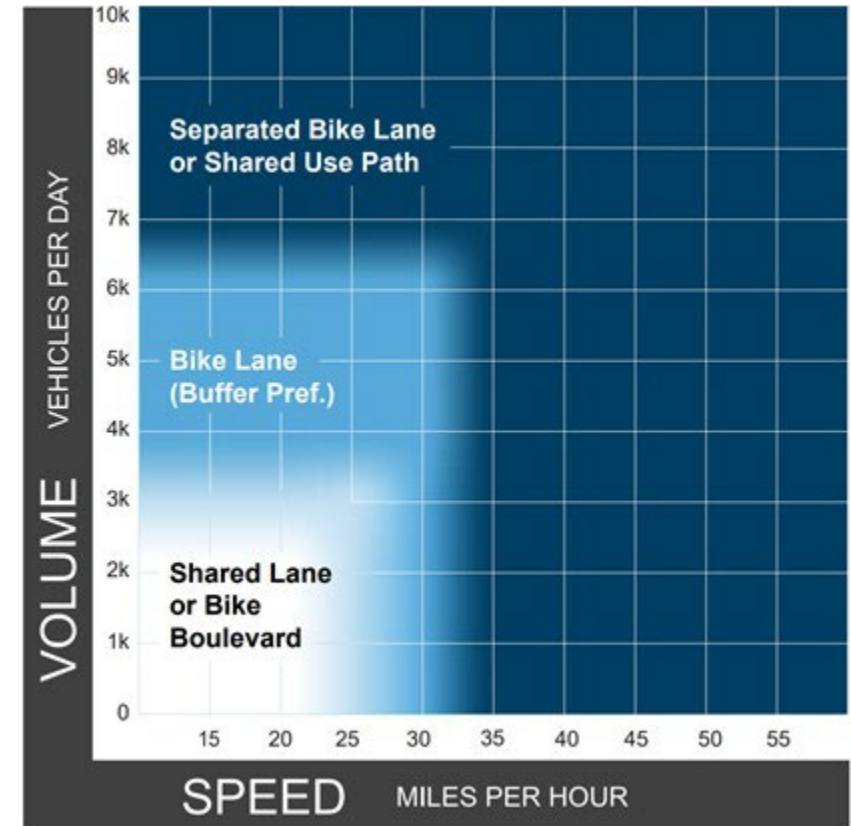
1. Created a **map of suggested bikeways** based on BikeWalk Provo leadership team expertise, as well as consulting the **2020 Transportation Master Plan** and **2013 BMP**.
2. **Solicited feedback** on the suggested bikeways from Provo residents in multiple ways (individual emails to key community members; online survey distributed via newsletter, social media, etc.; and in-person feedback on paper maps at BWP monthly meeting).
3. **Incorporated feedback** into suggested bikeways map, and created separate maps for each type of suggested bikeway.
4. Solicited **further feedback** from Provo biking community.



Bikeway Selection

- The 2020 Transportation Master Plan references the 2013 Bicycle Master Plan, which offers many specific recommendations, and offers infrastructure options but no selection criteria.
- Quantity (mileage) matter but so does quality.
- Guided by feedback from League: "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."

Note: the X-axis of the graph likely refers to the 85th percentile actual speeds, which are **much higher** than the posted speed limit.



NHTSA Bikeway Selection Guide

Survey Questions

1. What neighborhood do you live in?
2. What suggested bikeways would be most impactful for your transportation needs, including K-12 students being able to bike and scoot to school?
3. What suggested bike intersections would be most impactful for your transportation needs, including K-12 students being able to bike and scoot to school?
4. What comments, feedback, and questions do you have about the suggested bikeways and bike intersections?
5. What additional routes would you suggest?

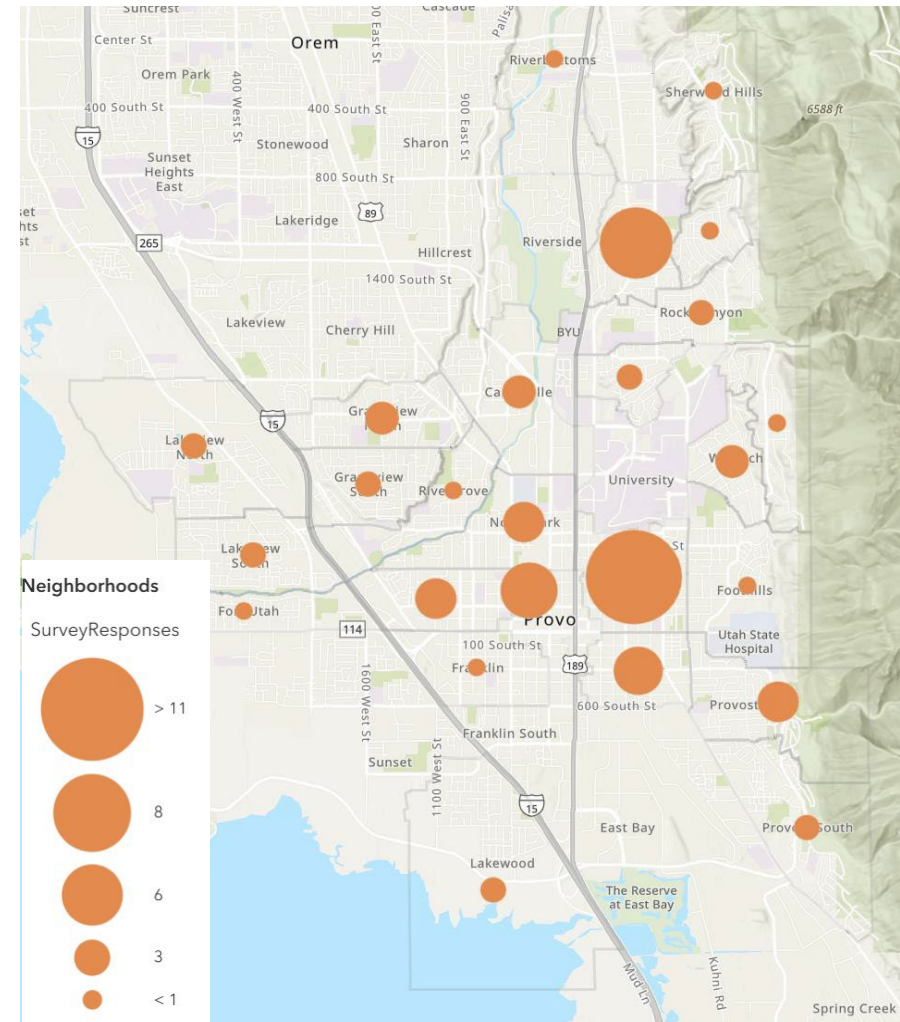
Survey Results

79

responses

25+

neighborhoods
represented



Survey Results

What suggested bikeways would be most impactful for your transportation needs, including K-12 students being able to bike and scoot to school?

Over 30 Responses

1. Canyon Rd Bike Lanes (37)
2. Geneva Rd Trail (33)
3. W Center St Bike Lanes (30)

What suggested bike intersections (crossings) would be most impactful for your transportation needs, including K-12 students being able to bike and scoot to school?

Over 30 Responses

1. 300 N @ Freedom Blvd (39)
2. 300 N @ University Ave (35)

Survey Results

Examples of feedback from additional comments that were incorporated into bikeway plan

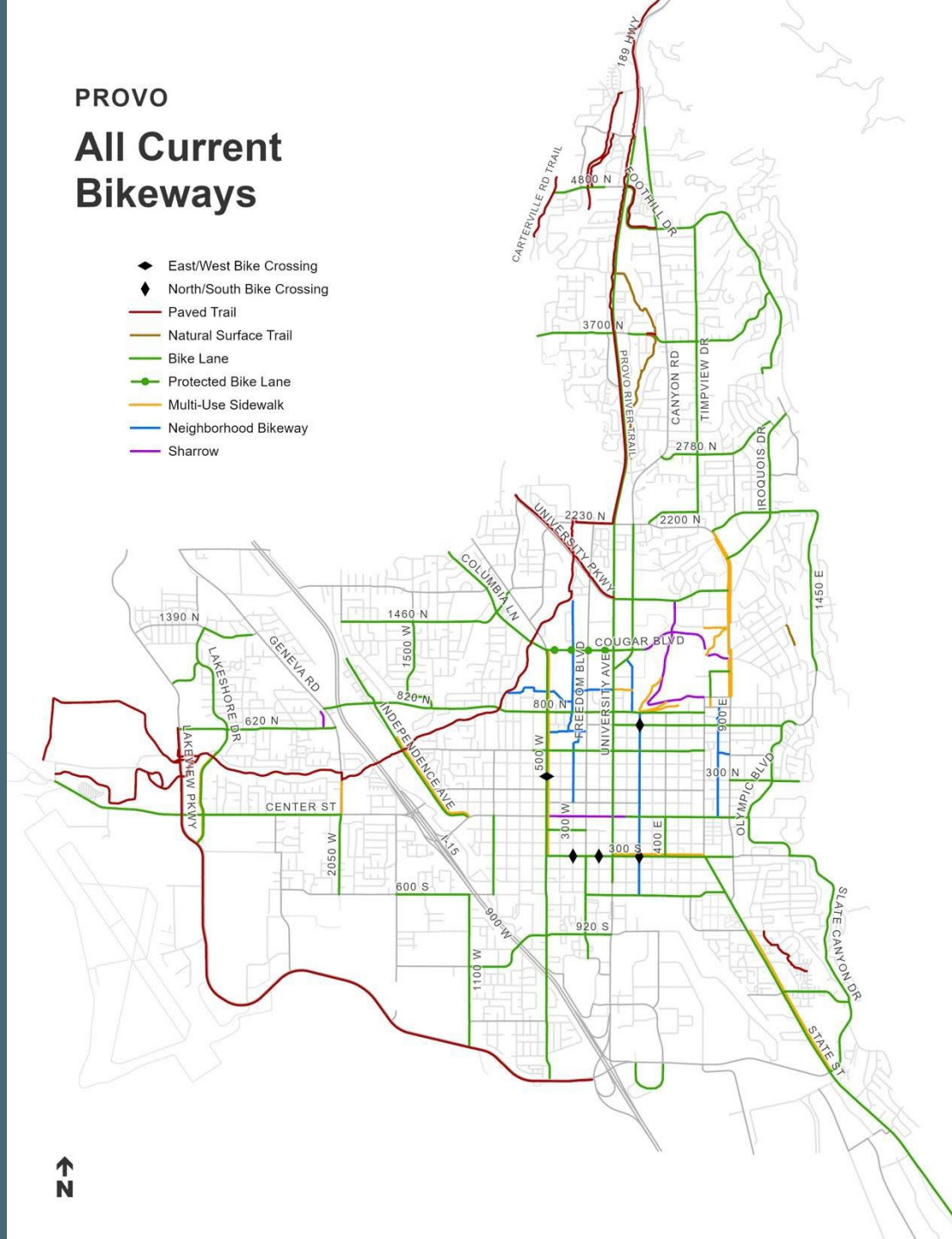
- 700 W Neighborhood Bikeway & bike crossings
- Bike crossing on 100 W at 500 N
- Sharrows on 1550 W
- Bike lanes on Oakmont Ln for connectivity to Wasatch Elem.
- Sharrows on Stadium Ave
- Extend 500 N bike lanes to Paul Ream Park
- Bike lanes on Kuhni Rd

98.05 miles of
bikeways

PROVO

All Current Bikeways

- ◆ East/West Bike Crossing
- ◆ North/South Bike Crossing
- Paved Trail
- Natural Surface Trail
- Bike Lane
- Protected Bike Lane
- Multi-Use Sidewalk
- Neighborhood Bikeway
- Sharrow



Bike Lanes

Regular lanes

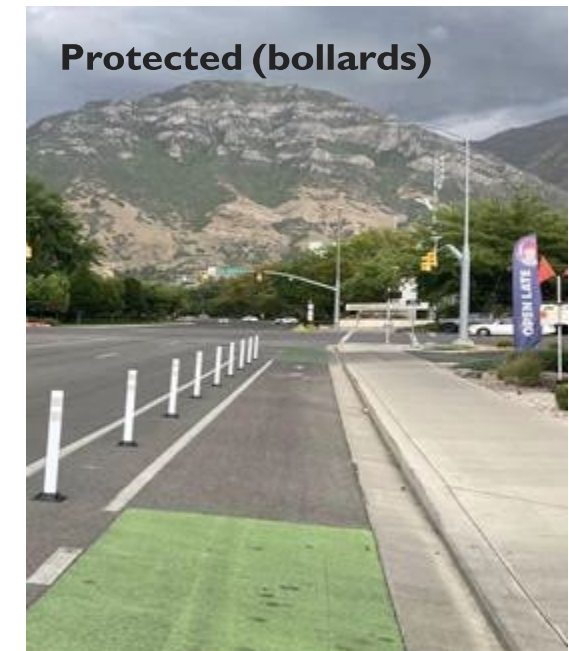
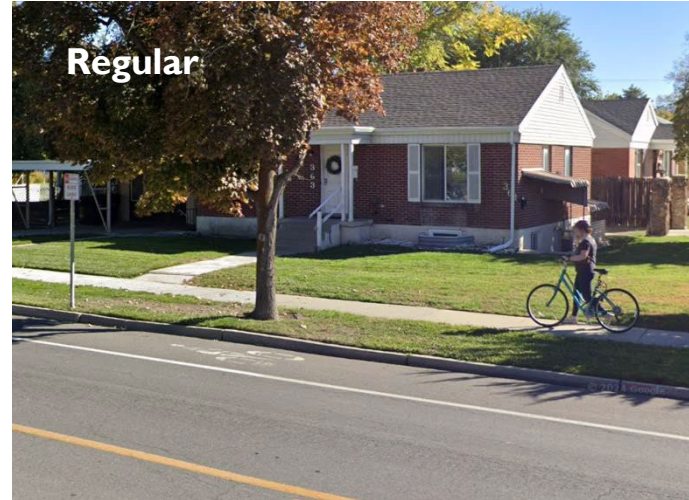
- Just one line of paint between auto lane & bike lane
- Think Timpview Drive, etc.

Buffered lanes

- 2-3' space between auto lane & bike lane (two lines of paint)
- Think 500 N by the Rec Center

Protected lanes

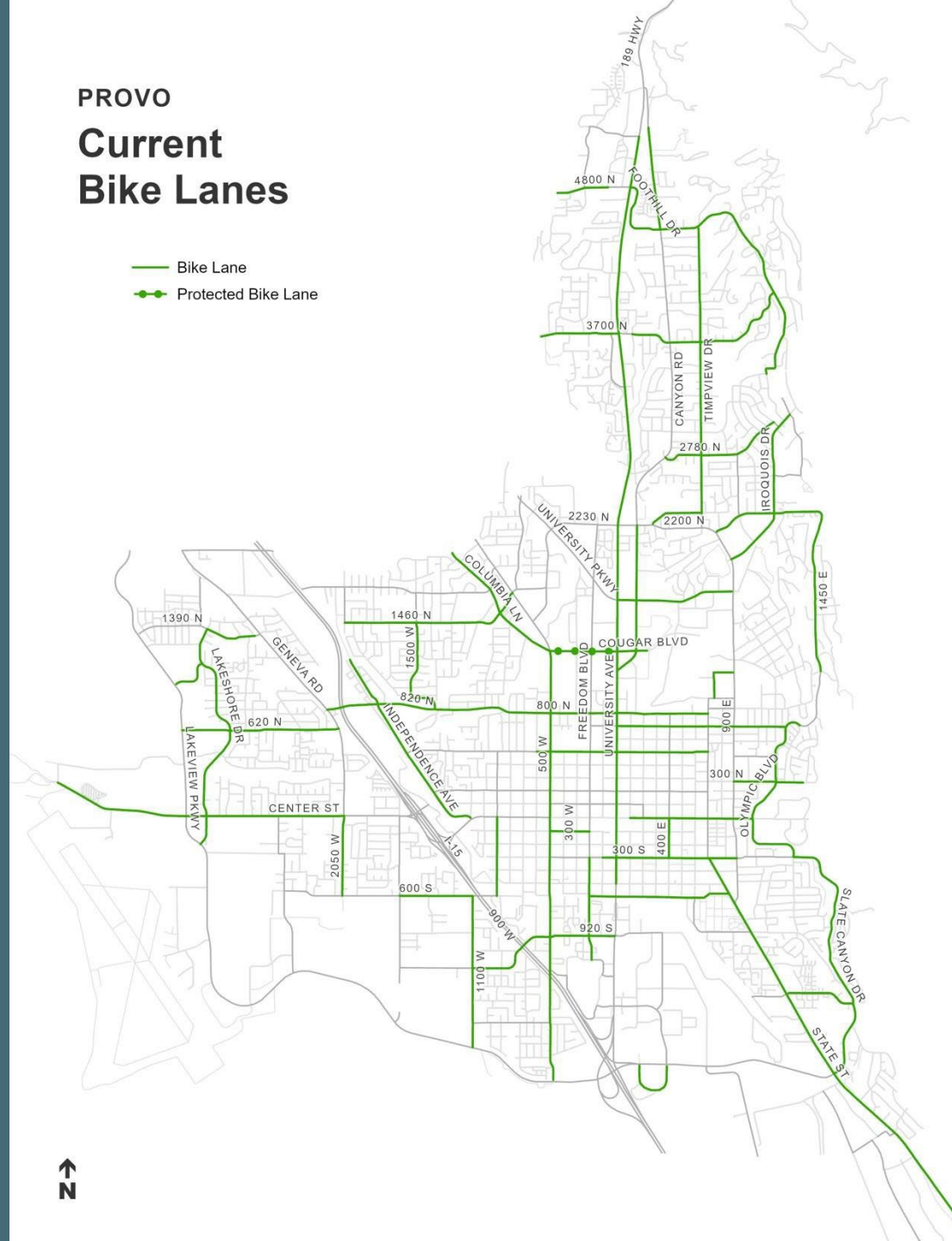
- Physical barrier—concrete or plastic bollards—between auto lane & bike lane
- Think Cougar Blvd between State St & University Ave (concrete) and Cougar Blvd by Wendy's (plastic bollards)



(2013 Bike Master Plan has specific recommendations of where regular lanes can be converted to buffered lanes)

PROVO Current Bike Lanes

- Bike Lane
- Protected Bike Lane



54.16 miles of
bike lanes (of
98.05 miles of
current total of
bikeways)

83.02 total
miles of bike
lanes

Urban Trails

Hard surface trails

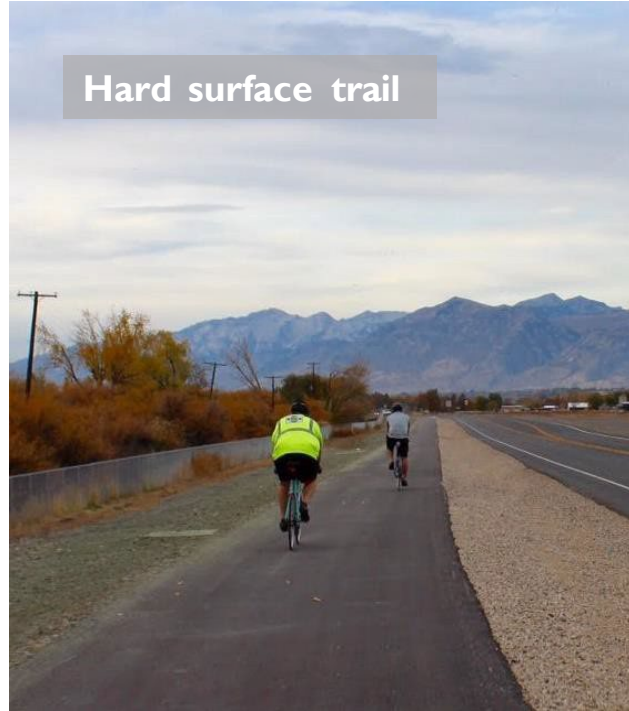
- Paved (asphalt, concrete, etc.)
- Think Provo River Trail and Lakeview Pkwy Trail

Natural surface trails

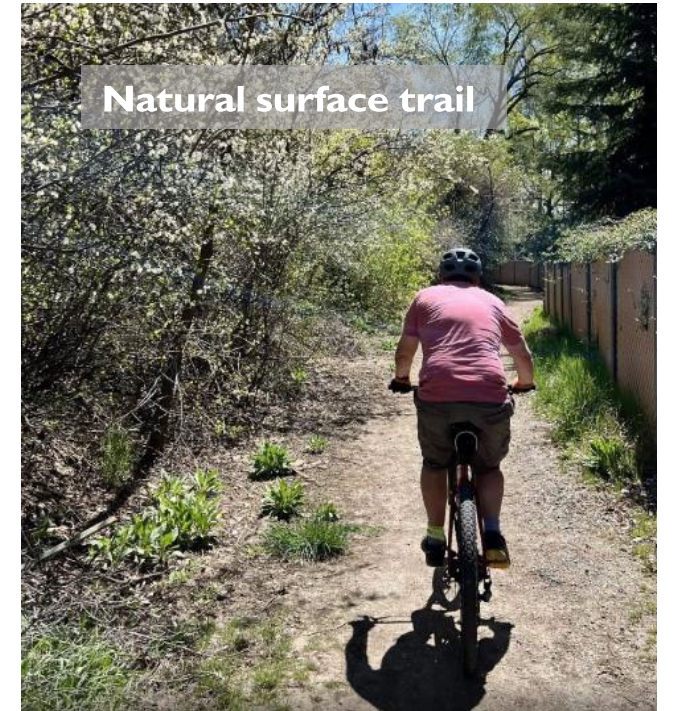
- Unpaved
- Think Lover's Lane

Both types have few surface crossings, unlike multi-use sidewalks.

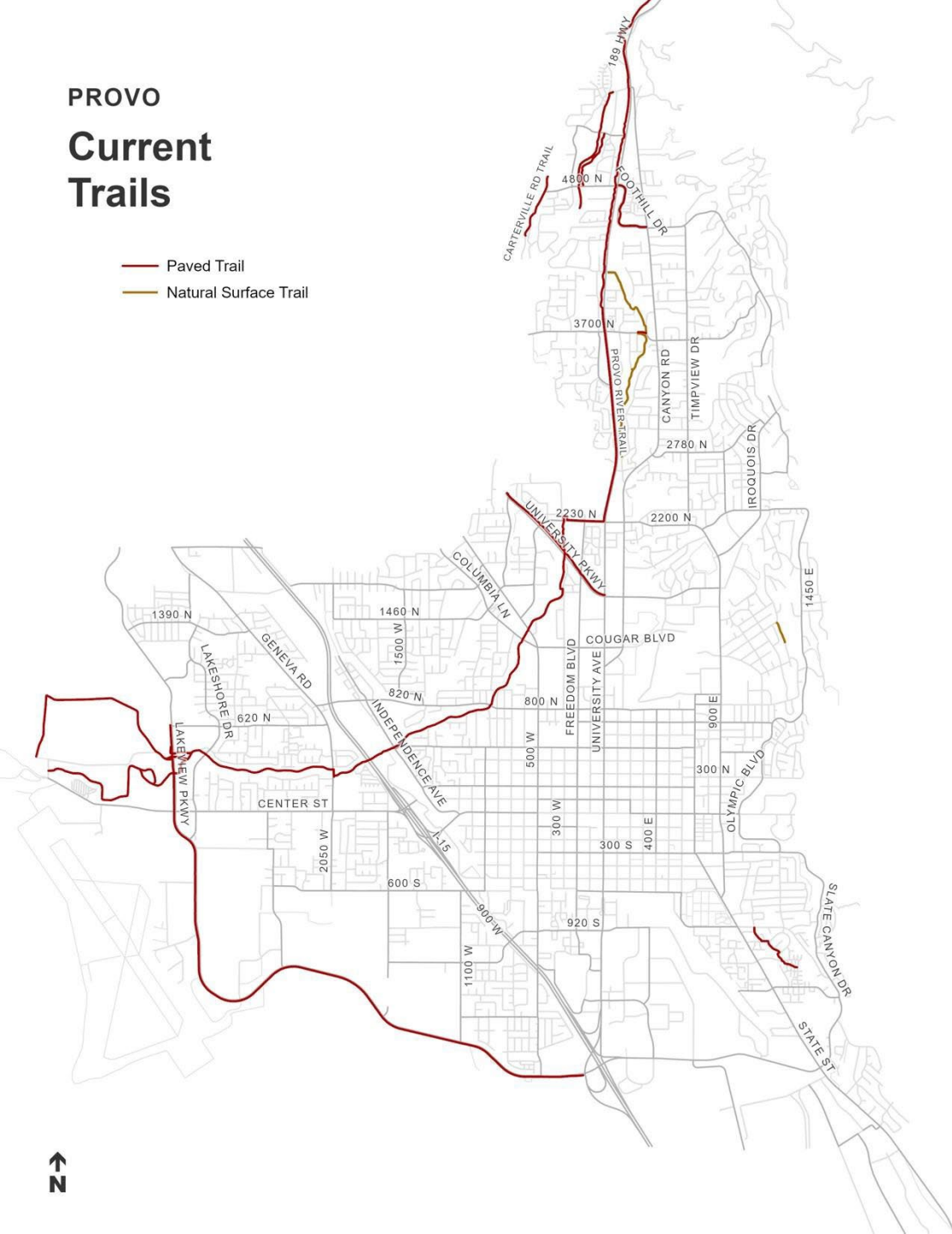
Hard surface trail



Natural surface trail



27.89 miles of trails



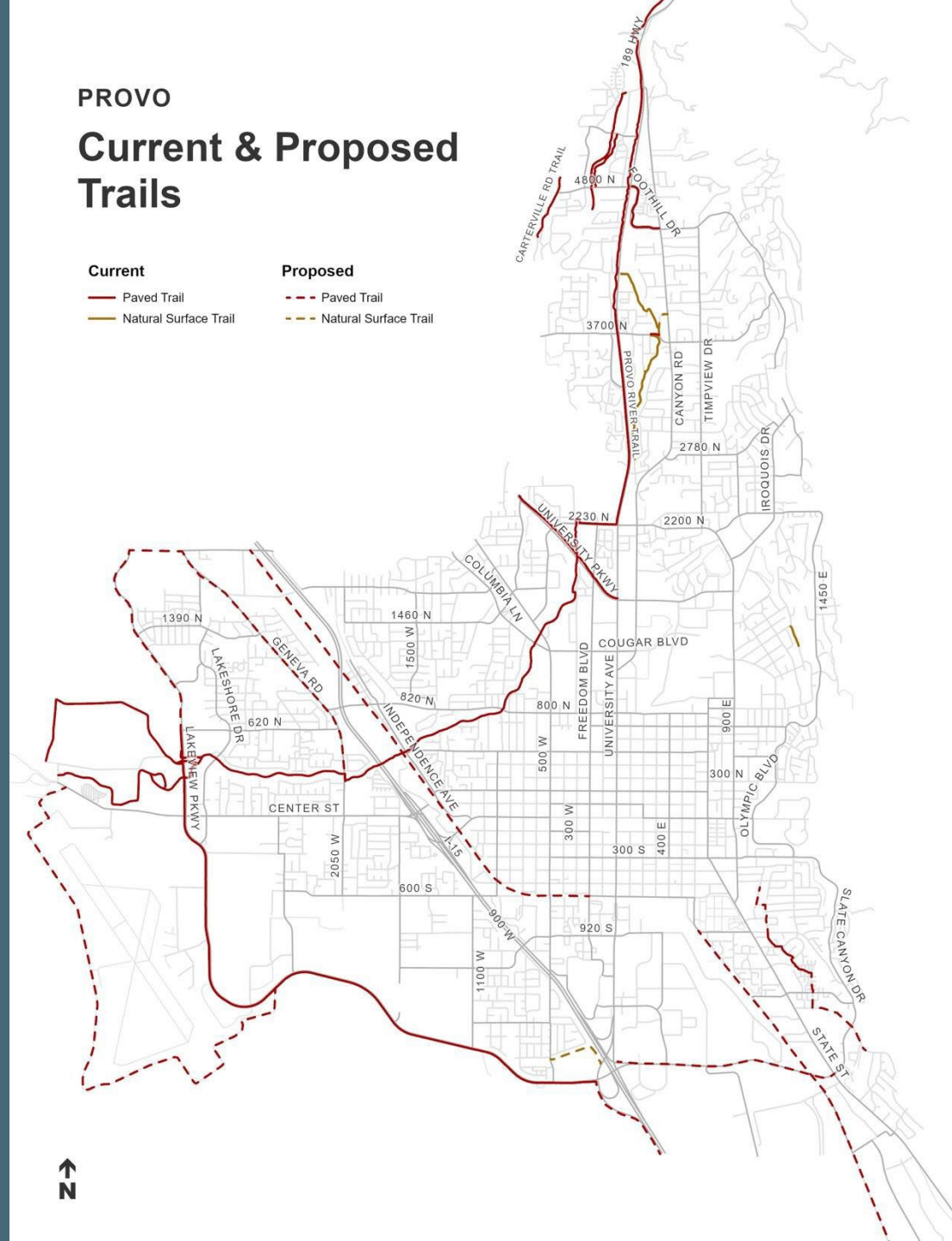
PROVO Current & Proposed Trails

Current

- Paved Trail
- Natural Surface Trail

Proposed

- - - Paved Trail
- - - Natural Surface Trail



24.59 additional
miles of trails

52.48 total
miles of trails

Multi-Use Sidewalks

Multi-Use Sidewalks

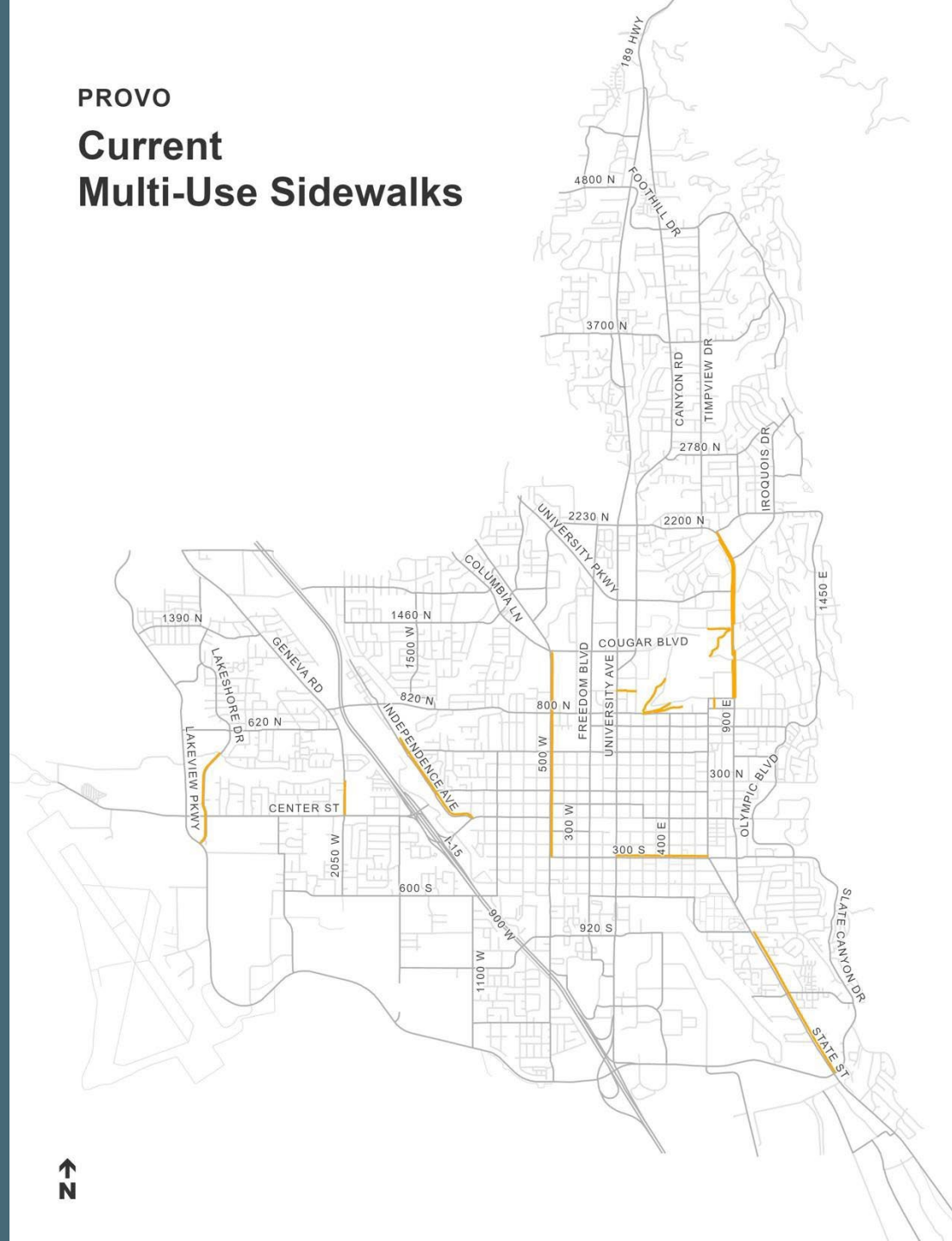
- Wide sidewalks next to busy arterials and collectors
- Think 900 E (from University Pkwy to 900 N); east side of 500 W (from Cougar Blvd to 300 S); South State St (from Slate Canyon Dr to 900 S)

They provide a safer and more comfortable option to on-street lanes, but they also often present potential conflict crossings at many crossings and driveways.



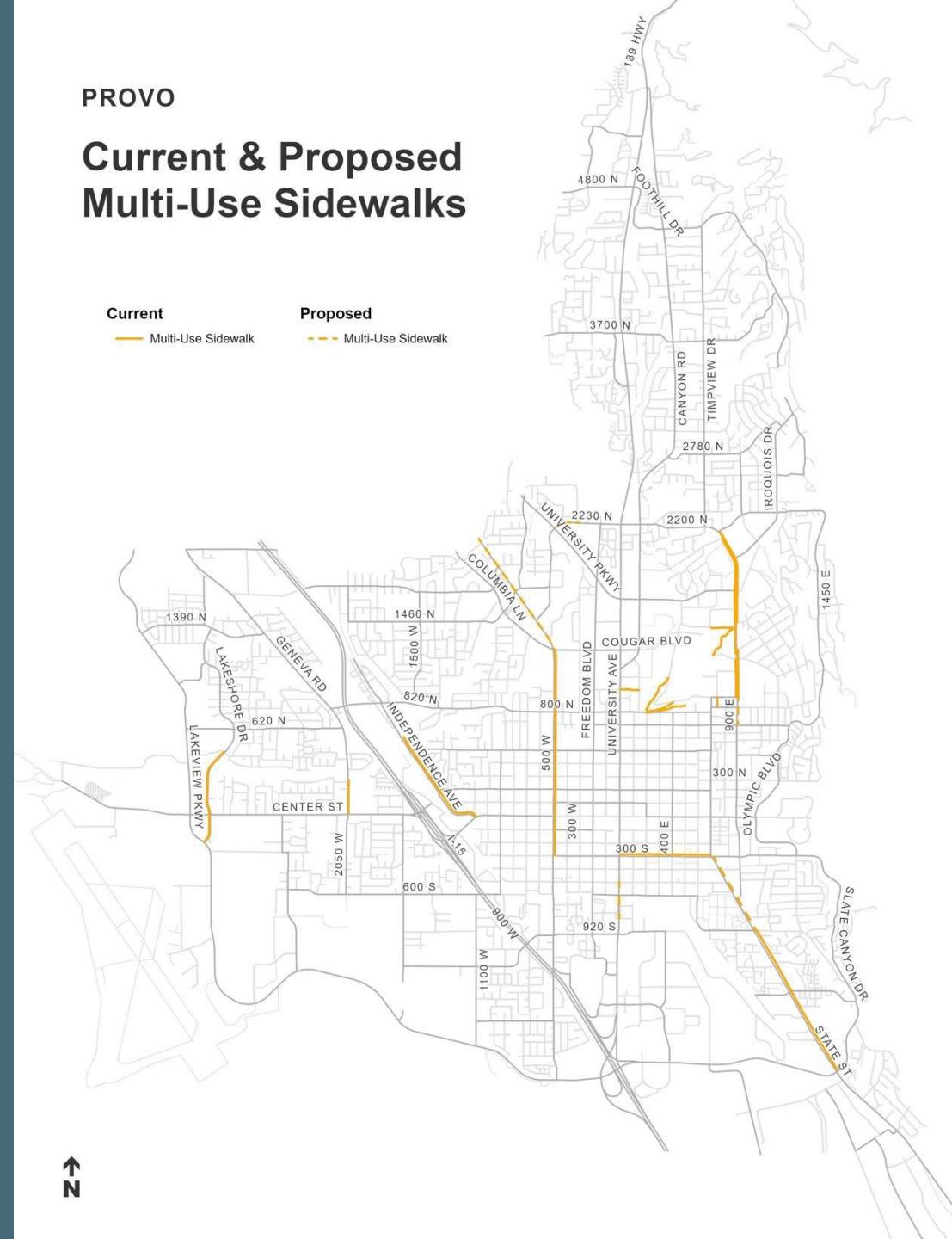
PROVO
Current
Multi-Use Sidewalks

8.32 miles of
multi-use
sidewalks



11.17 total miles
of multi-use
sidewalks

Current & Proposed Multi-Use Sidewalks



Neighborhood Bikeways

Neighborhood Bikeways

- Low-volume, low-speed streets designed to prioritize people who are biking, walking, and rolling.
- Use design elements to prioritize AT
 - e.g., curb extensions, signage, shared-lane pavement markings (sharrows), protected bicycle crossings across busy roads, mini-roundabouts, traffic diverters, etc.
- Think 200 E, 800 E, 300 W, and 940/960 N



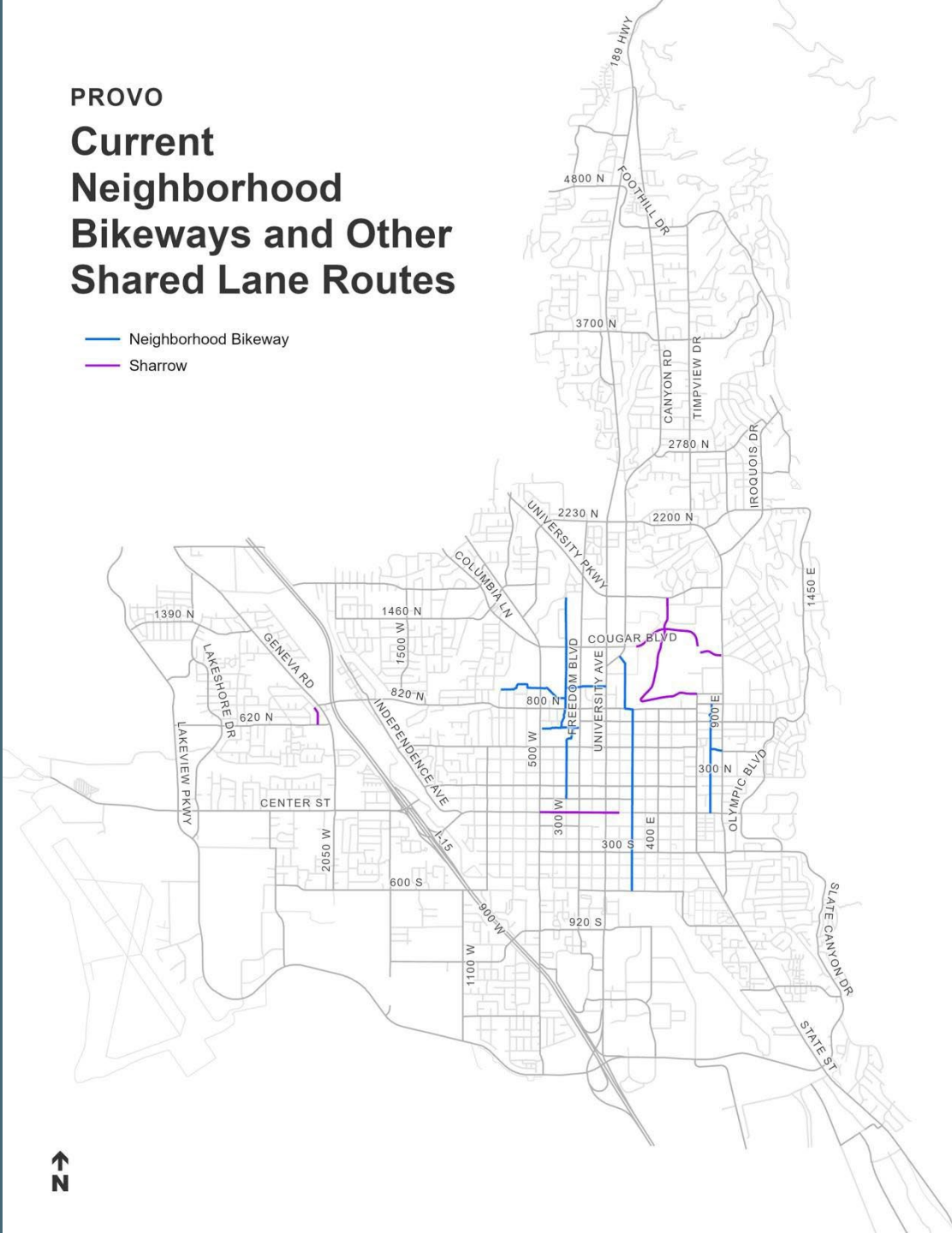
7.68 miles of
shared lane
routes

PROVO

Current Neighborhood Bikeways and Other Shared Lane Routes

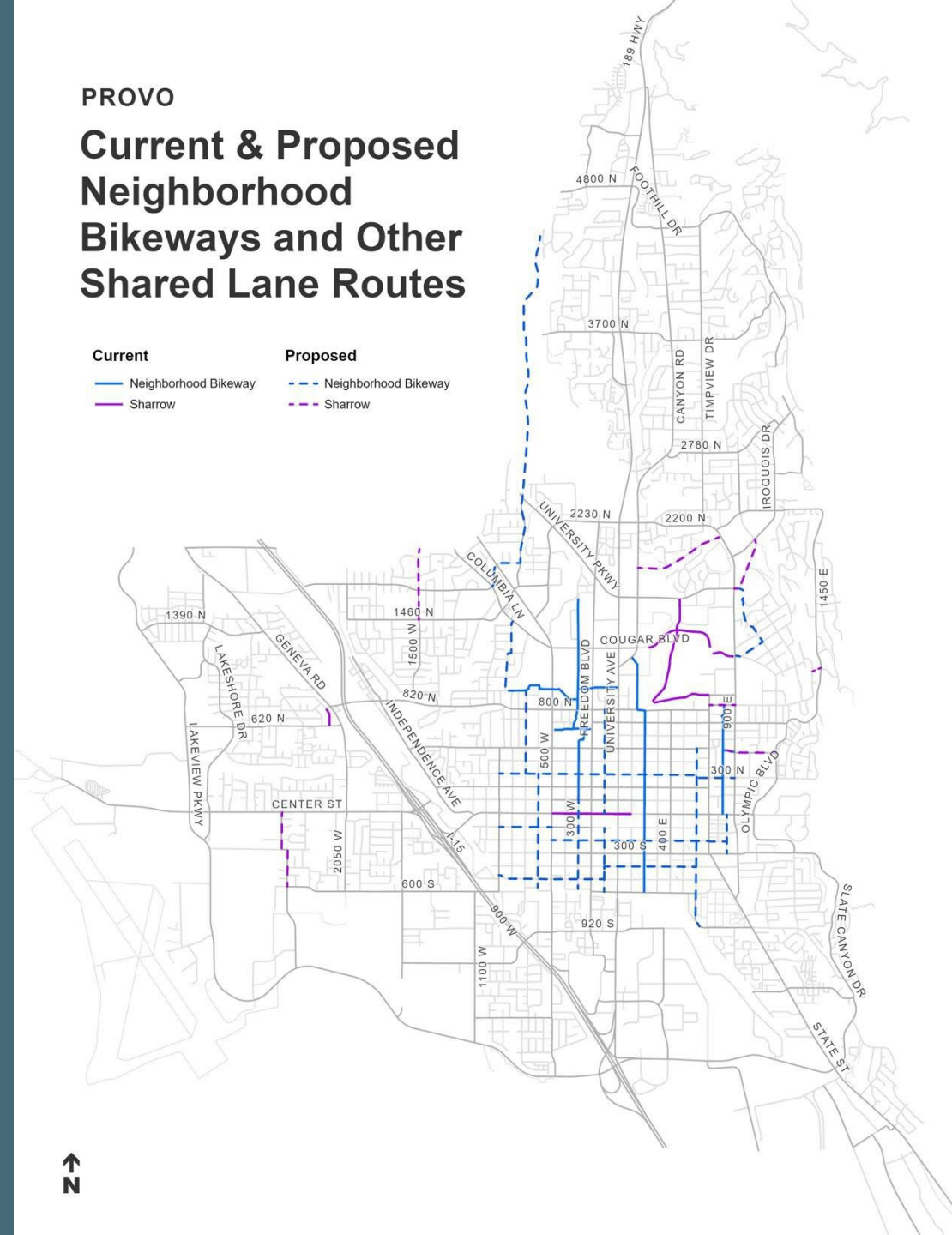
— Neighborhood Bikeway

— Sharrow



28.78 total
miles of shared
lane routes

Current & Proposed Neighborhood Bikeways and Other Shared Lane Routes



One of the best ways we can improve our neighborhood bikeways is to reduce through traffic at bike crossings (left).

We can also do this like Madison does too (right).

The 2013 BMP, for example recommends a diverter at 560 N on the 800 E Bikeway.



Bike Crossings

Bike Crossings

- Used to help people biking, walking, and scooting on neighborhood bikeways to safely cross busy roads.
- They reduce traffic volume and speeds on neighborhood bikeways.
- Think 300 N across 500 W or 200 E across 700 N.

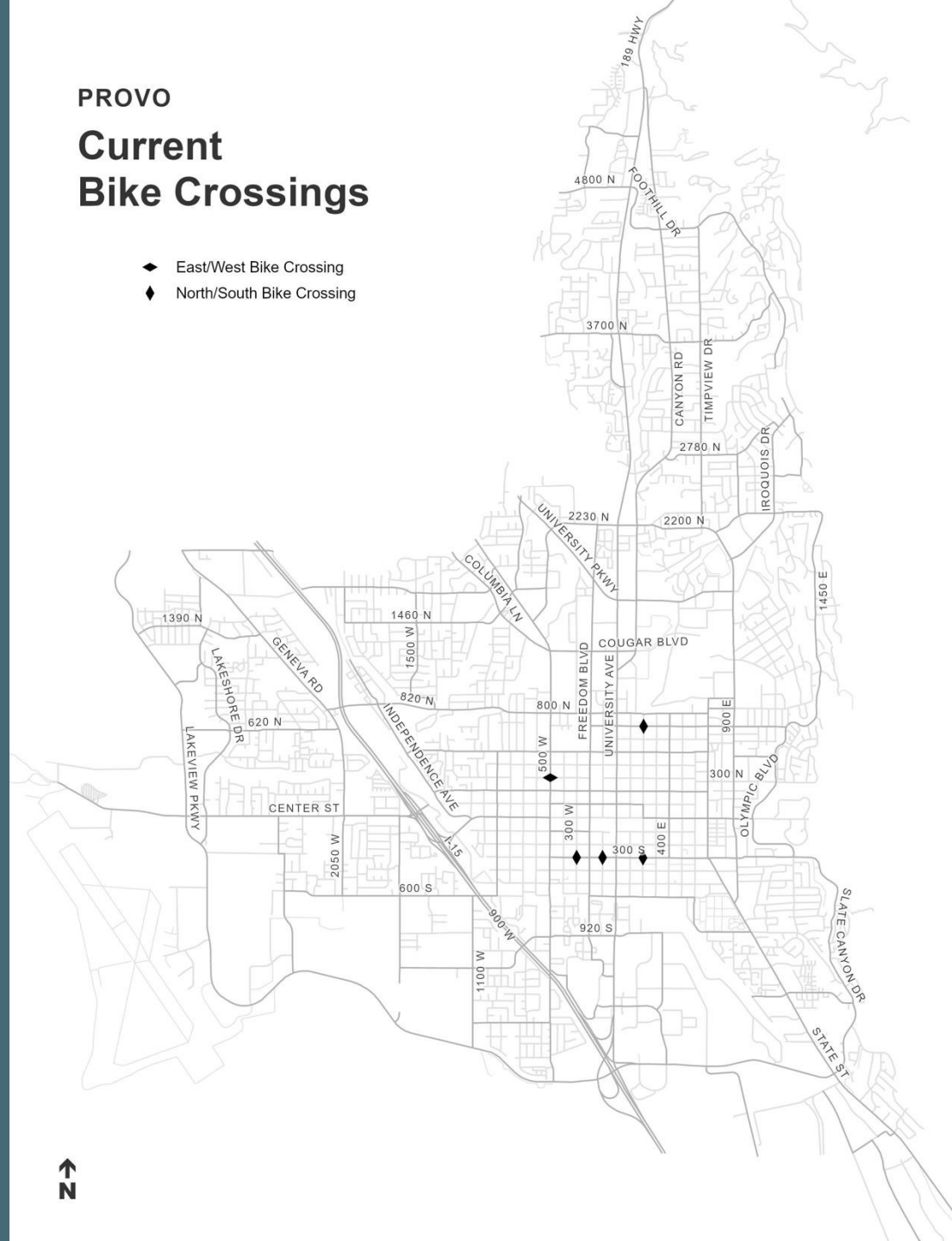


Provo has five bike crossings—the only five of this type in the entire state (thanks to UDOT and UTA), though other cities have HAWKS, half signals, and other high-comfort intersection crossings.

PROVO

Current Bike Crossings

- ◆ East/West Bike Crossing
- ◆ North/South Bike Crossing

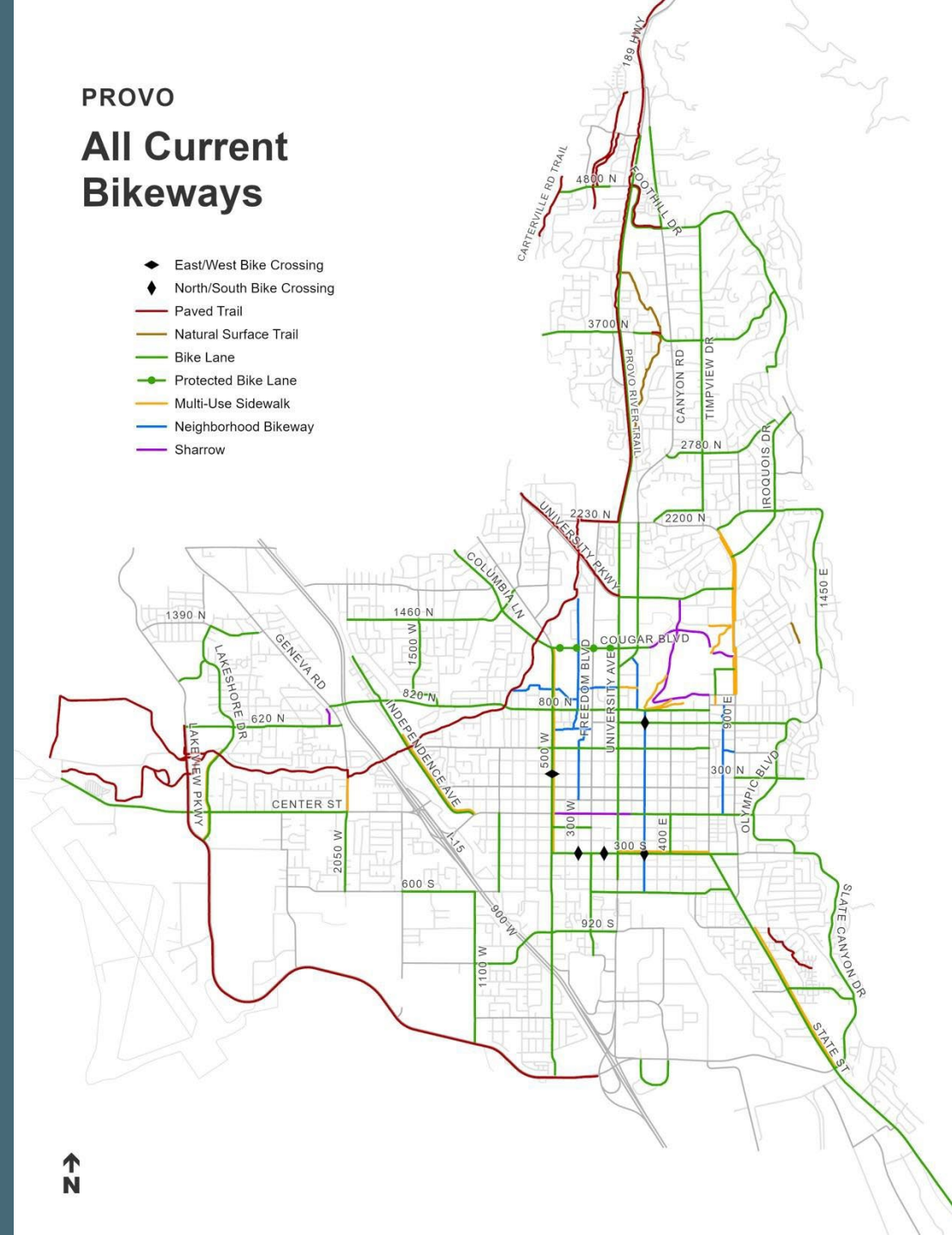


13 total bike crossings



Current Bicycle Network

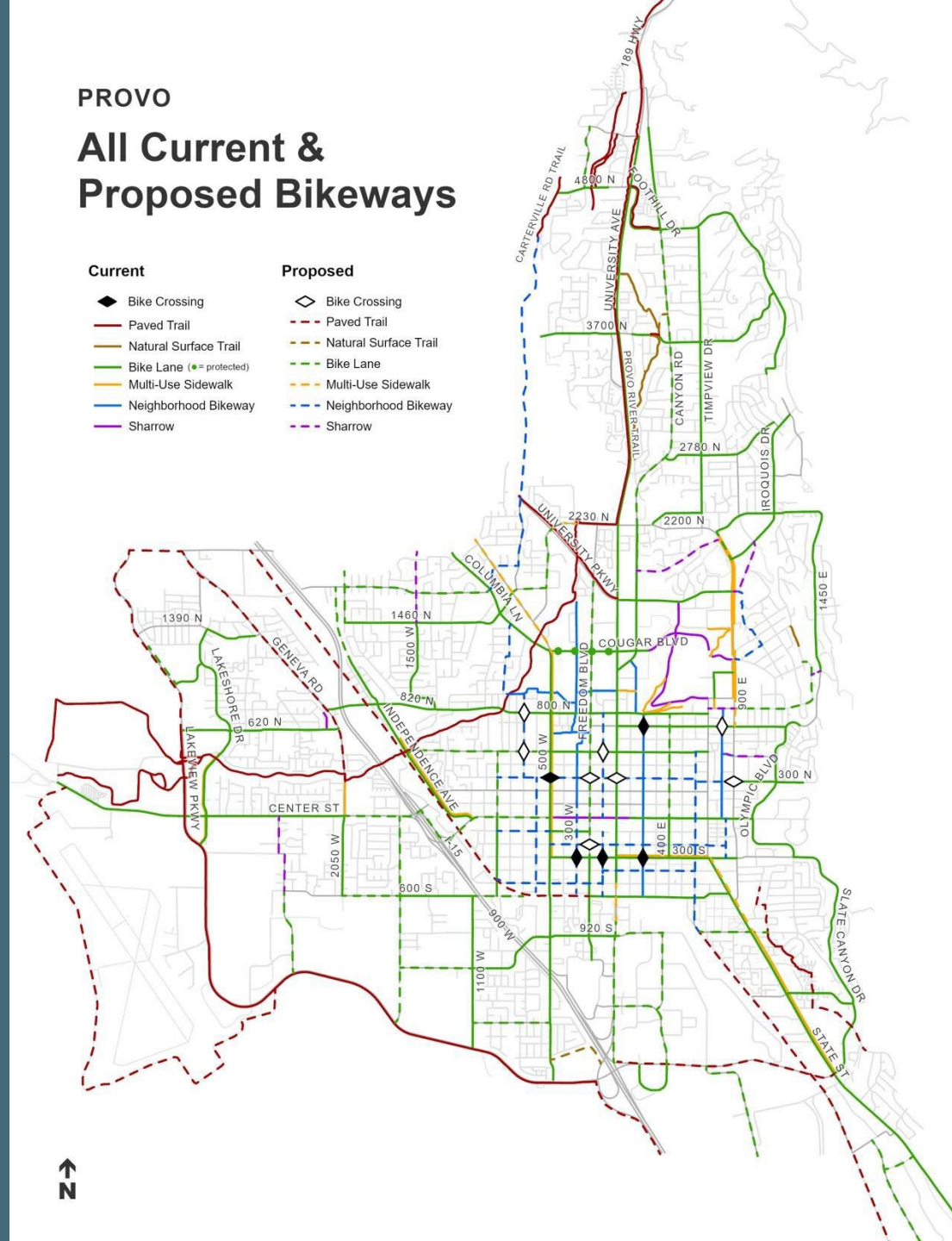
98.05 miles of
bikeways



Proposed Bicycle Network

77.40 additional
miles of
bikeways

175.45 total
miles of
bikeways



Quantity & Quality!

Quantity

- Mileage of current bike facilities in Provo = 98.05
- Comparable platinum-level cities have 200+ miles of bikeways
- With the proposed facilities, Provo would have 175.45 miles of bikeways.

Quality

- There are places where bike facilities exist and contribute to the bikeway mileage, but the facilities should be improved.
 - e.g., 800 N by and leading to BYU, parking protected lanes on Timpview Dr., Dutch style intersection at Rock Canyon Elementary, etc.
 - The 2013 Bike Master Plan includes many specific recommendations.





THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880

2020 Provo Report Card



PROVO, UT

TOTAL POPULATION	POPULATION DENSITY	# OF LOCAL BICYCLE FRIENDLY BUSINESSES
117,489	2691	4
TOTAL AREA (sq. miles)		# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES
41.8		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 <i>Bicycle network and connectivity</i>	4.56/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	4.32/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	6.76/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	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



FORT COLLINS, CO

TOTAL POPULATION	POPULATION DENSITY	# OF LOCAL BICYCLE FRIENDLY BUSINESSES
174,871	3059	61
TOTAL AREA (sq. miles)		# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES
57.16		1

2021 FC Report Card

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Diamond	Fort Collins
High Speed Roads with Bike Facilities	90%	66%
Total Bicycle Network Mileage to Total Road Network Mileage	70%	42%
Bicycle Education in Schools	EXCELLENT	EXCELLENT
Share of Transportation Budget Spent on Bicycling	INSUFFICIENT DATA	7%
Bike Month and Bike to Work Events	EXCELLENT	EXCELLENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	EXCELLENT	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	UPDATE UNDERWAY
Bike Program Staff to Population	PER 40K	8K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6.7/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	7.7/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	9.2/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	8.4/10

KEY OUTCOMES

	Diamond	Fort Collins
RIDERSHIP <i>Percentage of commuters who bike</i>	20%	5.39%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	50	247
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.0	0.82

Some Other Key Differences:
Dedicated AT Staff, Funding & Programming in Schools and Beyond

A large group of people, including adults and children, are gathered in a paved parking lot. Many are standing next to bicycles, some of which are equipped with child seats or cargo baskets. In the background, there is a green grassy field, a chain-link fence, and a large, rugged mountain range under a cloudy sky. The scene appears to be a community event or a group ride.

THANK
YOU

PROVO RIVER

BRIDGE & TRAIL at 820 North

April 17, 2025
PROGRESS REPORT



Project Timeline

2024

SUMMER

FALL

WINTER

SPRING

2025

SUMMER

FALL

WINTER

2026

SPRING

PUBLIC OUTREACH



DESIGN



WE
ARE
HERE



BIDDING

CONSTRUCTION



Public Meeting

Schedule

Environmental

- Corps of Engineers Permit

Design

- Planned to be finished early May

Construction

- Bid May
- Construction Starting July-Aug



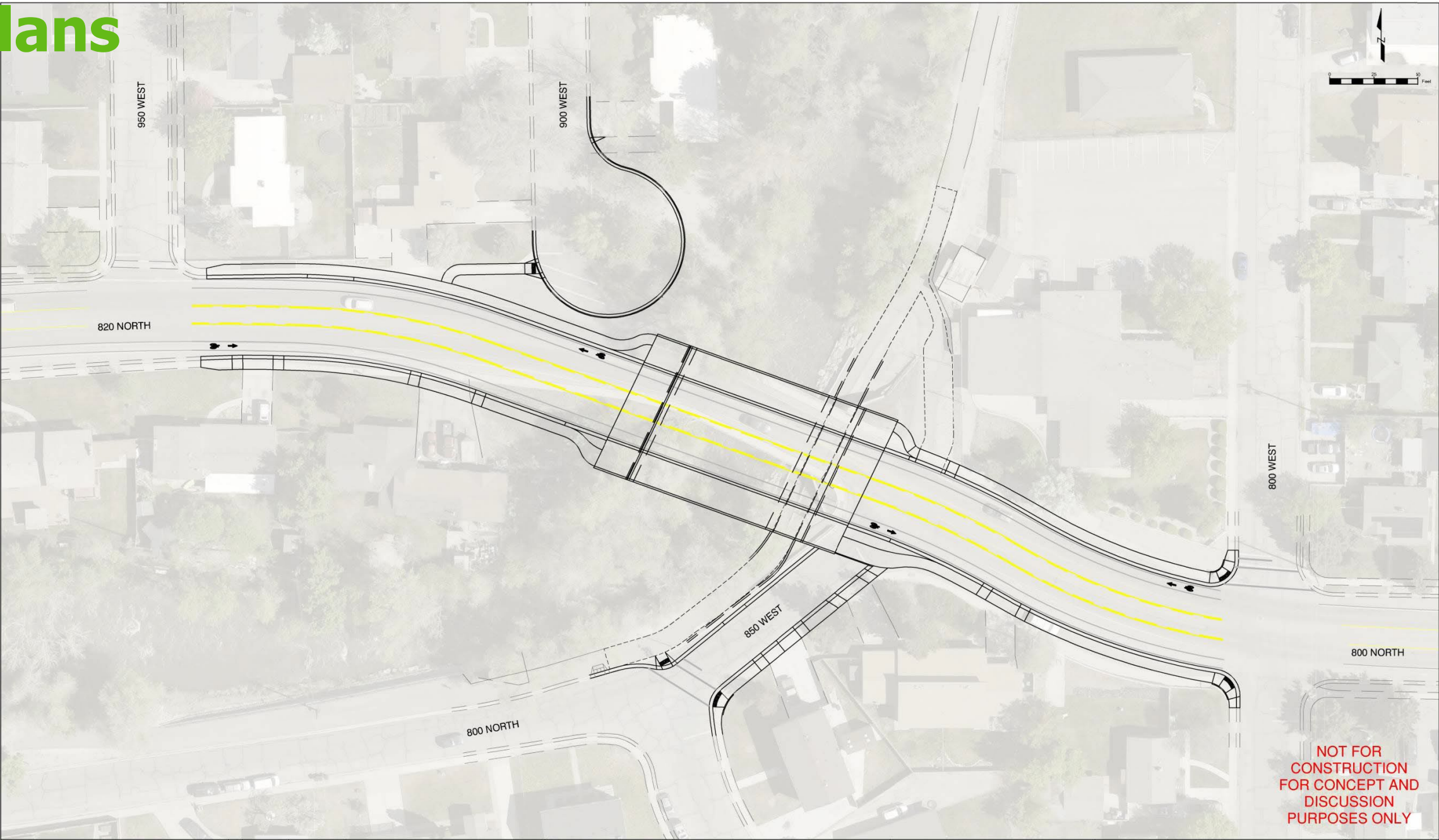
Detour Routes



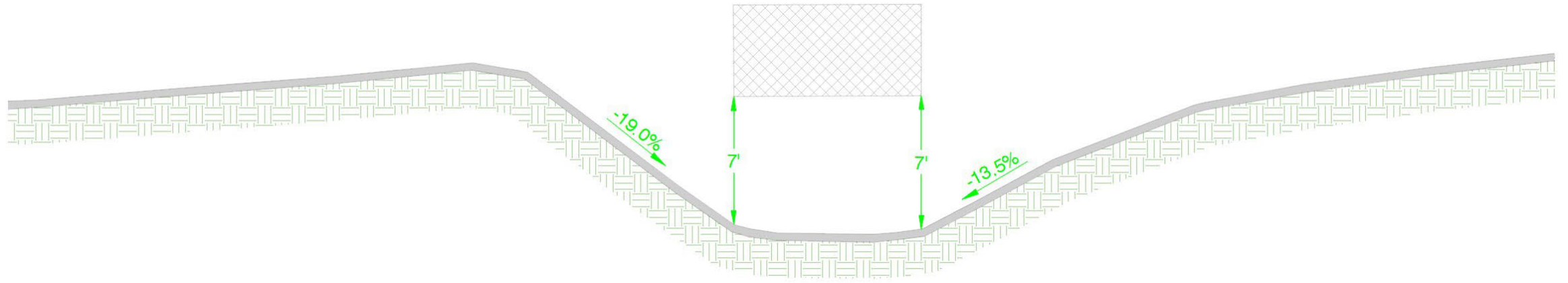
Pedestrian Detour Routes



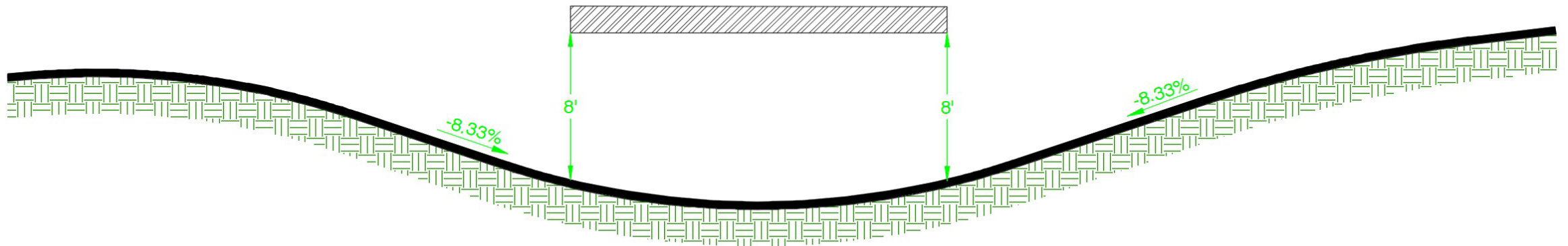
Plans



Pedestrian Undercrossing



EXISTING



PROPOSED

Project Information

Updates will be posted to the provoriverbridge.com website as we get closer to the construction.

- Expected closure dates
- Detailed Detour routes
- Construction updates

Project Engineer Contact
David Michelsen, P.E.
801-852-6736
dmichelsen@provo.gov

CONTACT US

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